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No. 19,770. 號十七百七千九萬一第 日五十月九年四辛 HONGKONG, SATURDAY, OCTOBER 15TH, 1921. 六拜禮 號五十月十拾年拾國民華中 PRICE, $5 PER MONTH.

INTIMATIONS

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PEAK TRAMWAY CO., LIMITED.

TIME-TABLE.

WEEK DAYS.

7.00 a.m.	to 8.00 a.m.	every 15	minutes.
8.00 „	„ 9.30 „	„ 10	„
9.30 „	„ 11.00 „	„ 15	„
11.30 „	„ 12.30 p.m.	„ 15	„
12.30 p.m.	„ 2.30 „	„ 10	„
2.30 „	„ .00 „	„ 15	„
4.00 „	„ 8.10 „	„ 10	„

NIGHT CARS.

8.50 p.m., 9.00 p.m., 9.20 p.m.
9.30 p.m. to 11.30 p.m. every 30 minutes
11.45 p.m.

SATURDAY

Extra Car—12 midnight.

SUNDAYS.

7.30 a.m.			
8.00 a.m.	to 10.30 a.m.	every 15	minutes
10.30 „	„ 11.00 „	„ 10	„
11.30 „	„ 12.00 noon	„ 15	„
12.00 noon	„ 1.00 p.m.	„ 10	„
1.00 p.m.	„ 5.30 „	„ 15	„
5.30 „	„ 6.00 „	„ 10	„
6.00 „	„ 6.30 „	„ 15	„
6.30 „	„ 8.10 „	„ 10	„

NIGHT CARS
As on Week Days.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Vœux Road.

Season and punch tickets available for all cars, not already full, running at the time stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compradore Order representing Bank Notes

[55

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after FRIDAY, SEPTEMBER 16TH, 1921, until further Notice. (All previous Time Tables cancelled.)

DOWN TRAINS

Stations	No. 1a Local a.m.	No. 1s Local a.m.	No. 3 Local a.m.	No. 7 Local a.m.	No. 11 Local a.m.	No. 5 Through Express a.m.	No. 15 Local a.m.	No. 13 Joint Sectional 3rd and Goods, p.m.	No. 21 Local p.m.	No. 9 Through Slow p.m.	No. 25 Local p.m.	No. 23 Local p.m.	No. 17 Thro Expr p.m.
CANTON dep. (Tai Sun Tan)				Sundays only		8.00		—		2.45			6.30
SHEK LUNG dep.				Sundays & Public Holidays only		9.18		9.30		11.45			6.50
Shum Chun dep.		7.33	8.06	9.52	10.37	11.13	11.40	1.53	3.13	4.36	5.13	6.06	
Sheungshui dep.		7.39	8.13	9.57	10.44	—	11.47	2.01	3.06	4.44	5.18	6.13	—
Fanling dep.		7.43	8.18	10.01	10.48	—	11.51	2.06	3.10	4.49	5.13	6.17	—
Taipo Market dep.		7.48	8.23	9.48	10.53	—	11.08	2.17	3.21	5.01	5.33	6.27	—
Taipo dep.		7.47	8.34	10.12	11.03	—	11.07	2.32	3.37	5.08	5.37	6.31	—
Shatin dep.		8.00	8.47	10.25	11.16	—	11.21	2.36	3.40	5.23	5.53	6.44	—
Yaumati dep.	7.27	8.14	8.59	10.38	11.33	—	11.34	2.49	3.53	5.37	6.06	6.58	—
KOWLOON arr.	7.35	8.23	9.09	10.46	11.36	11.53	12.42	2.57	4.01	5.45	6.10	7.06	7.36

UP TRAINS

Stations	No. 2 Local a.m.	No. 2a Local a.m.	*No. 6 Through Express a.m.	No. Local a.m.	No. 8 Through Slow a.m.	No. 12 3rd Class and Goo a.m.	No. 14 Local a.m	No. 20 Joint Sectional Noon	No. 22 Local p.m.	*No. 16 Thro. Expr. p.m.	No. 24 Local p.m.	No. 26 Local p.m.	No. Local p.m.
Last Ferry leaves Hongkong	6.25	6.55	7.55	8.25	8.55	9.25	10.19	11.15	1.06	2.45	4.19	5.15	6.55
KOWLOON dep.	6.41	7.10	8.07	8.38	9.11	9.40	10.33	11.30	1.18	3.05	4.34	5.27	7.09
Yaumati dep.	6.51	7.15	—	—	9.16		10.38	11.39	1.27	—	4.45	5.37	7.20
Shatin dep.	7.08		—	—	9.35		10.55	11.51	1.39	—	4.55	5.53	7.32
Taipo dep.	7.17		—	9.02	9.43		11.08	12.01	1.53	—	5.03	6.03	7.44
Taipo Market dep.	7.22		—	—	9.57		11.08	12.22	1.56	—	5.13	6.07	7.49
Fanling dep.	7.33		—	—	10.03		11.19	12.43	2.06	—	5.23	6.17	7.59
Sheungshui dep.	7.38		—	9.15	10.13		11.23	12.51	2.10	—	5.27	6.21	8.03
Shum Chun arr.	7.44		—	9.19	10.19		11.19	12.48	2.15	.40	5.33	6.27	8.09
SHEK LUNG arr.	—		8.10	13.47	—	2.23	—	4.31	—	5.23	—	—	—
CANTON (TaiShaTau) arr.	—		12.10	—	5.54		—	—	—		—	—	—

* Will stop at Taipo and Sheungshui, except on Sundays, for First-Class Passengers on Notice being given to the guard at Kowloon.

** Will stop at Taipo and Sheungshui for first class passengers on notice being given to the guard at Kowloon.

SHA TAU KOK BRANCH.

	a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
Fanling ...dep.	7.45	11.30	2.20	3.20	Shataukok...dep.	6.30	10.15	1.05	5.00
Shataukok ...arr.	8.40	12.25	3.15	7.15	Fanling ...arr.	7.25	11.10	2.00	5.55

NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the ferries mentioned in this table will connect with the trains as shown.

Further information may be obtained at the Railway Offices, Kowloon, or from Messrs. THOS. COOK & SON, Hongkong.

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Miyajima:— Miyajima Hotel
Miyanoshita:— Fujiya Hote
Nagasaki:— Japan Hotel
Nara:— Nara Hotel
Nikko:— Kanaya Hotel, Nikko Hotel
Osaka:— Osaka Hotel
Shimonoseki:— San-yo Hotel
Shizuoka:— Daitokwan Hotel
Tokyo:— Imperial Hotel, Tokyo Station Hotel, Tsukiji Seiyoken Hotel
Yokohama:— Grand Hote

IN TAIWAN (FORMOSA)

Taihoku:—Taiwan Railway Hotel

IN CHOSEN

Keijo Seoul):— Chosen Hotel
Fusan:— Fusan Station Hotel
Shingishu:— Shingishu Station Hotel

IN MANCHURIA

Changchun:— Yamato Hotel
Dairen:— Yamato Hotel
Hoshigaura:— Yamato Hotel
Hotel (Mukden):— Yamato Hotel
Ryojun (Port Arthur):— Yamato Hotel

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THE KING OF WATER PAINTS.

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The only European Hotel in Canton.
Guides and Chairs provided.
Every information and special attention give to Tourists.
Reasonable Rates.
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TWO Minutes from Ferry and Railway Station. This Hotel which has just been completely renovated and refurnished is now up-to-date in every respect and under English Management.
Cuisine under personal supervision of the Proprietor
BAR AND BILLIARD ROOMS
TERMS MODERATE.
Special arrangement for families on application to—

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15 B.H.P. 30 B.H.P. 50 B.H.P. Engines in Stock

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BETWEEN-SEASON'S GOODS.

A few Good-value, low-figure lines being this week featured by Mackintosh & Co., Ltd.

CEYLON PYJAMAS.

In a new smart range of Coloured Striped Ceylon Flannel, all Specially selected patterns. **$7.50** Suit.

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Seasonable light-weight Flannel Shirts. New Colourings. Beautifully Soft and comfortable to Wear. **$6.50** Each

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UNION SUITS.

American Close-Crotch Knit Union Suits. Ideal for Athletes and business men. With long or short legs. **$6.50 & $9.50** Suit

FLANNEL TROUSERS.

Ultra Smart Grey Flannel Trousers London Tailor-made and ready for immediate wear. Exceptionally neat shade of Grey. **$14.50** Pair.

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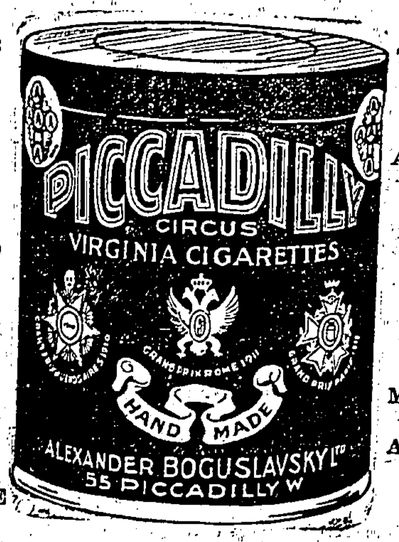

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935

THE MARQUIS OF MILFORD HAVEN'S SUDDEN DEATH.

The death of the Marquis of Milford Haven, on September 14th, at the age of 67, came unexpectedly.

The Marquis had been spending a holiday in Scotland and returned to London in good health. He stayed at the Naval and Military Club, Piccadilly, attended a theatre on the day of his return to town. Next morning he complained of feeling unwell. He died in the afternoon at the club from heart failure, following a severe attack of influenza.

No one was present when the Marquis suddenly expired. The housekeeper, after attending to him, returned and found him dead. His wife and younger daughter, who were staying at a London hotel preparatory to journeying to Paris, were summoned, but arrived too late. Both sons were absent, as they were serving aboard warships.

The late Marquis of Milford Haven had a long and distinguished naval career, entering the Royal Navy as a cadet in 1868. As lieutenant he served in the Egyptian War (1882), and was decorated. In 1902 he was appointed Director of Naval Intelligence. He was made a Rear-Admiral in 1904, and in 1908 was Commander-in-Chief of the Atlantic Fleet. In 1911 Prince Louis of Battenburg, as he then was, was transferred to the Home Fleet, and the following year was appointed First Sea Lord of the Admiralty. At the outbreak of war he resigned that position, and three years later, at the King's request, relinquished his German titles, assumed, by Royal license, the surname of Mountbatten and was created a Peer. He was born in Austria in May, 1854, and was the eldest son of Prince Alexander of Hesse, but was naturalised as a British subject on entering the Royal Navy.

THE FUNERAL.

Large crowds gathered along the route and paid silent marks of respect as the remains of the Admiral of the Fleet, the Marquis of Milford Haven, were borne on September 18th from the Chapel Royal to Westminster Abbey for the first part of the funeral service. Full service honours were accorded, the coffin being covered with the Union Jack and borne on a gun carriage drawn by Bluejackets. The deceased's sword and cocked hat rested upon the coffin, and three officers marching behind carried a velvet cushion bearing the Marquis's decorations. A firing party of Marines preceded the coffin, and the band of the Royal Marine Artillery played a funeral march. Earl Beatty, with six other Admirals, and Major-General Herbert Blunberg acted as pall-bearers. The Dean of Westminster conducted the service in the Abbey, and afterwards the procession proceeded to Victoria Station. The coffin was conveyed by train to Portsmouth and by destroyer to Cowes for internment in Chippinham Churchyard.

THE SITUATION IN INDIA.

"THE TIMES" AND THE VICEROY.

The *Times* on Sept. 8th, in a leader on a speech by the Viceroy, says that it shows that Lord Reading is getting at close grips with the task. It may be long before India returns to tranquillity and long-lived quiet. Back-waters are now, politically, subject to movements that are stirring all the continents. The journal agrees with Lord Reading's view that the Moplah revolt is not symptomatic of conditions in the whole of India. Intelligent Hindus have begun to see "where the alliance between Mr. Gandhi and the Ali Brothers is leading them." The paper says: "Lord Reading spoke firmly of his intention to maintain law and order but we should like to see steps taken to deal with the real instigators of these ebullitions. The time seems near when the Government of India must not be content with firm speeches."

The *Times* reserves its views on Lord Lord Reading's rather startling announcement that a new legal procedure may be adopted in cases where Europeans and Indians are concerned and adds: "Lord Reading does not seem to be aware of the subtle process of European baiting that is now developing in India, ranging from the elbowing of Europeans aside from railway booking offices to gross provocative acts which would not be tolerated between Europeans. While Lord Reading rightly says that strict justice does not always result in cases between Europeans and Indians there have been cases wherein Europeans have also ground of complaint against the law courts for fines."

THE SILVER MARKET.

The *Daily Telegraph* City correspondent, referring on September 22nd to the rise in silver and largely increased export from London to India compared with last year, expresses the opinion that the bazaars' extensive buying indicates that they are through the worst of the depression and the slight recovery in the rupee confirms this idea. He says that the rise in silver is assisted by the withdrawal of Continental supplies from the market.

IF YOUR WEAR GLASSES there is almost as much comfort and pleasure in wearing Pince-nez Eye Glasses, as there is in possessing a perfect pair of eyes—for they fit so comfortable and secure that you forget you have them on—the most important improvement in eye-glasses in the past twenty-five years. Pince-nez Eye Glasses of any prescription in either regular or Toric form are manufactured by the Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians—the most competent optical manufacturing establishment in South China—located in 53, Queen's Road Central.—ADVT. [562

AMERICAN ADVICE TO THE CHINESE.

"BY REFUSING SHANTUNG NOTE THEY LOSE."

The *New York World*, has published the following comment on the Shantung question; according to a dispatch received in Tokyo:

"The Peking Government has opposed from the beginning the Japanese overtures for direct negotiations on the Shantung questions, and still maintains the same irreconcilable attitude towards Japan, apparently with the determination to drag the question into the Washington conference.

"The Chinese authorities, however, should be reminded that by so doing they are only depriving themselves of a chance for the settlement of the difficulty in their favour. Apart from the propriety or otherwise of the policy assumed by the Imperial Japanese Government, the fact remains indisputable that Japan is in occupation of Shantung by virtue of the Versailles Treaty in which the majority of the Powers participated.

"Under these circumstances the probability is that if the Chinese authorities refrain from direct negotiations Japan will have to remain in occupation of the region for an unlimited period of time, when the consequence will be the infinite multiplication of the Chinese losses.

"The Chinese attempt under present conditions to appeal to the Powers for aid and sympathy regarding the Shantung question will be tantamount to the disregard of the position of the Powers participating in the Versailles Treaty. This state of affairs deprives the question of the prospects of favourable solution even if it be introduced in the coming Washington convention. The Chinese Government will therefore be well advised to open direct negotiations with the Imperial Government and thus ensure chance of settling the difficulty in its own favour."

ECONOMY IN THE ARMY.

A 20 PER CENT CUT.

ALDERSHOT, August 19th.

A circular-memorandum has been sent by the Treasury, through the War Office, to all the Commands of the Army, intimating that, in view of the grave condition of national finances, it is imperative that a saving of at least 20 per cent. must be effected in Army expenditure. This is to be effected without impairing the fighting value of the Army or reduction of the present strength, and all ranks are called upon to assist in effecting necessary economy by preventing waste, saving time, and suggesting means and methods whereby time, labour, and material can be saved.

For the first time in the history of the Army the rank and file in the Aldershot Command have been invited to communicate their ideas direct to the headquarters of their command without first submitting them to their immediate officers. Where such ideas are found to be practical or helpful credit will be placed on the record of the soldier. The whole administration of the Army, from platoon organisation to headquarters of command, is to be carefully and systematically overhauled, in order to see whether even minor economies can be effected, and the civilian staffs employed in the upkeep of barracks, etc., are to be ruthlessly cut down. Much of the present work of barrack repair will be carried out in future by the troops in occupation.

HONGKONG VOLUNTEER DEFENCE CORPS.

ORDERS BY LIEUT.-COL. L. G. BIRD, D.S.O., ADMINISTRATIVE COMMANDANT.

PARADES.

The Corps "Less Reserve Company" will parade as "strong as possible" on Monday, October 17th, at Volunteer Headquarters, at 5.30 p.m.

Dress: Khaki jacket, shorts (Scottish Company: Kilts without aprons), helmets, puttees, black boots.

Web Equipment: Belt, braces, and pouches, rifle and sidearms.

Leather Equipment: Belt, pouches and bandolier, rifles and sidearms.

Machine-gun Section carry revolver and holsters.

FIELD DAY.

A Field Day will be held on Sunday, October 30th, 1921, in accordance with programme of training.

Launch will leave Blake Pier for Chinwan in the morning.

Haversack rations will be provided.

Platoon Commanders, M.G., and Mounted Infantry Commanders should notify the Adjutant, by the 24th inst., of approximate numbers who will attend to enable the necessary arrangements to be made.

Further details will be notified later.

MUSKETRY.

Part 1 Annual Musketry Course will be fired by "all Casuals who have not yet fired this season," on Sundays, October 16th and 23rd, at King's Park Range, commencing at 10 a.m. both dates.

Dress: Plain clothes.

Officer for duty, October 16th—Bt.-Major G. F. E. Rapson, D.S.O.

Officer for duty, October 23rd—Lieut. J. S. McCann.

Members must fire on one of above dates to qualify for efficiency.

CADET COMPANY.

The Company will parade at Volunteer Headquarters on Monday, the 17th inst., at 5.30 p.m.

Dress: Drill order with carbines.

G. F. E. RAPSON, Bt.-Major,
Adjutant, H.V.D.C.

Hongkong, October 14th, 1921

WORLD THEATRE

PHONE 1357

TO-NIGHT 9.15 p.m. TO-NIGHT

The Mysteries of a Royal Court

Lend interest to this romantic and stirring photoplay, of the French Reign of Terror

WILLIAM FOX

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"THE SCARLET PIMPERNEL"

4.30 p.m. sharp! MATINEE 4.30 p.m. sharp!

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2.30 & 7.15 p.m.

TRAILED by THREE, Episodes 4th & 5th.

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(ON TRAMWAY ROUTE TO CAUSEWAY BAY.)

—:o:—

The management beg to inform the Public that the above New and Commodious Garage is now open for their inspection.

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Repairs of all kinds executed at reasonable rates with satisfaction guaranteed.

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The ideal material for Hot climates,

For roofs, partitions & ceilings.

It is light & strong.
It does not conduct heat.
It is practically indestructable.
It does not rust or corrode.
It is insect & vermin proof.

We carry large stocks and shall be pleased to quote prices and give you particulars.

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DODWELL & CO., LTD.,

Telephone 1030. Machinery Dept. [1128

XMAS GIFTS

It is time now to send your Xmas presents home.
If you want to do so, call at the undersigned and inspect their new stock of novelties.
Everything they carry is suitable for this purpose.

XMAS SALE NOW ON

For 15 days only.

From 1st. to 15TH. October, 1921.

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The Cellular Clothing Co. Ltd., Fore Street, London, E.C.2. England.

A MOTOR LAUNCH OFF LAMMA.

REPAIRING THE ENGINE OR SMUGGLING?

An opium prosecution presenting some unusual features came before Mr. G. N. Orme at the Magistracy, yesterday, when two men connected with a motor launch and two found on a sampan were charged with possession of illicit opium. A further charge was preferred against the coxswain of the launch of using his vessel for the conveyance of opium.

Mr. M. K. Lo, who appeared for all the defendants, told the Magistrate at the outset that the case, according to his instructions, presented disagreeable features and he would have to make certain serious charges against the police constables concerned.

Inspector Spear stated that, on the afternoon of October 10th, two Indian police constables stationed on Lamma Island went out to a motor launch which had two sampans alongside and found in the launch an open bag containing 720 taels of raw opium and in one sampan, alongside, a smaller bag of opium and a pair of scales.

Mr. Lo said the defence was that the Indians chased a junk and, losing it, trumped up a charge against the people on the motor-boat, which happened to be there because of a breakdown of the engine. The defendants alleged that the constables told a European police officer that no opium was found on the launch.

Indian constable B63 said that, having received information that opium was to be found on a motor launch and two sampans in sight of the Police Station on Lamma Island, he and another constable took their arms, concealed themselves on a sampan and went out to the vessel. On arrival they took the men on the launch by surprise and told them not to move. They then examined the vessel and saw on the deck a large bag containing opium. On one of the sampans was a small bag of opium; it required a search to find this bag. In the other sampan was a small child. The motor-boat people, when told that they must go to the police station, said they could not. They were threatened with firearms and then agreed to accompany the constables to the station.

In reply to Mr. Smith, the witness said the first two defendants were sitting a distance from the engine, talking, when the raid was made. When required to do so they started the engine at once.

In reply to Mr. Lo, the witness said he was willing to take an oath in accordance with his religion that his evidence was true. He saw no boat escape as they approached the vessel, nor did he see men run from it when it reached the shore.

The Magistrate (to Mr. Lo): You suggest that the constables went to the wrong shop and now don't like to admit it?

Mr. Lo said that was his suggestion.

The witness also denied that there was any indication that the motor boat engine was out of order.

A discussion as to the credibility of the evidence arose at this stage between the Magistrate and Mr. Lo, and the Magistrate remarked that it struck him that in giving his evidence the constable was not telling the truth. He was shifting about so, all the time he spoke. "Those are things I have to watch, in these Courts," added Mr. Orme.

Indian constable B143 give evidence that he accompanied the last witness. His story varied in certain respects. He said they took the informer with them in the sampan; the other constable said they left him ashore. This witness said, also, that there was ten minutes' delay before the motor boat engine could be got to work.

In the course of a discussion as to the date of the next hearing, the Magistrate remarked: "It looks to me as if there was a screw loose somewhere. I don't think the story told is quite what happened, and Mr. Lo, of course, says it is quite the contrary."

Inspector Spear said he would try and get the crew of the sampan to see whether they corroborated the constables' story.

The Magistrate: I felt that the first men was not telling the whole truth; if you feel that that does not vitiate your case we can go on next time.

Mr. Smith (Superintendent of Imports and Exports) asked what part of the evidence was not believed; it seemed to him very clear. Was the presence of the opium on the motor boat not believed? because he could give the name of the ship it came from. Mr. Smith also mentioned that the opium was damp and referred to the practice of dumping illicit opium into the Harbour from ships, so that it could be recovered later. If the case were proved he would press for confiscation of the motor launch.

The hearing was adjourned until next Wednesday.

SUN HELMETS FOR 2d.

New sun helmets such as are issued by the Government to troops going to the East are selling in Bermondsey at 2d. each.

A van laden with these helmets calls at various shops in the Bermondsey area at irregular intervals, sells many hundreds of helmets at a ridiculously low prices, and then disappears. No one seems to know whence the van comes. The helmets are retailed occasionally at 1d., and the children are having the time of their lives playing soldiers or making mud pies in articles which must have cost the taxpayer at least 15s.

"These helmets were undoubtedly bought at a high war price," said Mr. A. Harvey, the director of a large business in Bermondsey to a *Daily Express* representative. "They were paid for by the taxpayers. I suppose it will not be long before tenders will be invited for supplying overseas troops with sun helmets to be bought again with taxpayers' money."

SPORT.

HONGKONG FOOTBALL LEAGUE.

The football season was advanced another stage by the draw for the opening matches.

The following Clubs have entered:—

DIVISION I. (11).—Hongkong Club, Hongkong Police, H.M.S. "Ambrose," H.M.S. "Cairo," H.M.S. "Curlew," H.M.S. "Tamar," H.M.S. "Titania," R.G.A., 2/Wiltshires, Kowloon and S.C.A.

DIVISION II. (12).—Hongkong Club, H.M.S. "Carlisle," H.M.S. "Curlew," R.G.A., 2/Wiltshires, Kowloon, United Recreation Club, University, 22nd Punjabis, St. Joseph's and S.C.A. "A" and "B" teams.

The draw resulted as follows:—

DIVISION I.

October 29th, 1921; kick-off at 4.30 p.m.

S.C.A. *v.* "Cairo," at S.C.A. ground.

Police *v.* "Tamar," at Navy "B" ground.

"Ambrose" *v.* "Curlew," at Navy "A" ground.

2/Wiltshires *v.* R.G.A., at Sookunpoo ground.

Hongkong Club *v.* Kowloon, at Club ground.

"Titania," a bye.

DIVISION II.

October 22nd, 1921; kick-off at 3 p.m.

St. Joseph's *v.* S.C.A. "B," at St. Josephs' ground.

United Rec. Club *v.* Wilts. Res., at United ground.

H.K. Club Res. *v.* Kowloon Res., at Club ground.

22nd Junjabis *v.* University, at Punjabis ground.

S.C.A. "A" *v.* R.G.A. Res., at Navy "B" ground.

"Carlisle" *v.* "Curlew" Res., at Navy "A" ground.

October 29th, 1921; kick-off at 3 p.m.

S.C.A. "B" *v.* United, at S.C.A. ground.

"Curlew" Res. *v.* St. Joseph's, at Navy "B" ground.

R.G.A. Res. *v.* Wilts. Res., at Sookunpoo ground.

S.C.A. "A" *v.* H.K. Club Res., at Club ground.

Kowloon Res. *v.* Punjabis, at Kowloon ground.

University *v.* "Carlisle," at Navy "A" ground.

22nd Punjabis applied to play some of the home fixtures on the grass pitch at Kowloon on the Reclamation ground.

Provisional sanction was granted and they meet the University on this ground in their opening match on October 22nd.

The 1st Troop Hongkong Boy Scouts applied to enter Division II. but their entry was received after the date fixed for receiving entries.

DISPUTED RICKSHA FARES

EUROPEANS SUMMONED BY COOLIES.

Two rickshaw coolies, shepherded by a rickshaw farmer, attended before Mr. Lindsell, yesterday, in support of summonses against Mr. and Mrs. W. A. Morgan of refusing to pay legal rickshaw hire.

The cases could not be heard, however, as the summonses had not been served.

Traffic Inspector Garrod said the police could serve the summons if an adjournment were granted. The defendants had changed their address since the matter arose, but Mr. Morgan was employed as a storekeeper at Kowloon Dock. The story of the two pullers was that they were engaged, early on the evening of September 24th, to take Mr. and Mrs. Morgan to the Kowloon Cricket Club pavilion. The pullers waited outside the Club till after mid-night and then sought the hirers at the place where they were first engaged—Tavri Buildings. Ultimately, they said, they took Mr. and Mrs. Morgan home from the K.C.C. at 3 a.m., but still were not paid. A police sergeant, who received a complaint from the coolies, called on the defendants and they said they had paid the coolies and refused to have anything further to do with it.

The Magistrate: I don't quite see the point of summonsing the lady as well. If a wife travels it is the husband who pays, or is expected to pay, at any rate, I think the summons might be withdrawn against Mrs. Morgan and Mr. Morgan can be summoned in respect of both rickshaws.

The case was adjourned for a week.

CORRESPONDENCE.

THE UNIVERSITY AND THE CHINESE HOLIDAY.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—In the light of what is stated by Yue Man Kwong in his letter, published this morning, I beg to express regret that records at my disposal are apparently incorrect. It is also regrettable that the information now disclosed does not appear to have been furnished to appropriate University authority in proper time before the date of the occasion in question.

In reply to the request for "the authority and reason" for the use of the expression "unruly," surely no more need be done than to refer your correspondent to the first letter of his (apparent) fellow-student "One Who Knows," who writes, *i.a.*, of the "nice" picnics enjoyed in defiance of authority.—Yours, etc.,

ONE WHO (NOW) KNOWS BETTER.
Hongkong, October 14th, 1921.

TRANSPORT OF MAIL BAGS.

ALLEGED FRAUD UPON THE INDO-CHINA NAVIGATION CO.

At the Magistracy, before Mr. R. E. Lindsell, yesterday, Cheung Chuen, a clerk employed by the Indo-China Steam Navigation Co., Ltd., was charged with having obtained from the Company, on October 5th, $10.25 by false pretences.

Mr. A. H. Crew (of Messrs. Hastings & Hastings) prosecuted and Mr. C. A. S. Russ (of Messrs. Lee & Russ) defended.

Mr. Crew said the nature of the fraud alleged was that the accused represented to the Company that he had removed to the Post Office from the s.s. *Yuensang* 250 bags of mail whereas he had removed only 25. The accused superintended the removal of mail and was paid by the Company at the rate of five cents per bag to cover coolie hire. At the end of each month, the money was paid to the defendant on the production of receipts from the Post Office certifying the number of bags received by them. It was alleged that the defendant, by means of a forged receipt, obtained more money than was due. Mr. Crew added that he had discovered a dozen such frauds in a couple of hours' investigation and there might be more as it was possible this system of fraud had been going on for a number of years. He asked for a remand as he had further charges to make against the accused, amongst them probably one of forgery.

Mr. Russ said that he could not oppose a remand, in view of the fact that the charges were brought against his client only last evening. The accused was a man of small means and could not put up a larger bail than $100.

Mr. Crew said that so small an amount would be insufficient in such a serious case. Accused had been the No. 1 of the mail department and in the employ of Messrs. Jardine, Matheson & Co., Ltd., for a number of years.

The case was remanded for a week and bail was fixed in the sum of $500.

THE PRINCE'S TOUR.

THE "RENOWN'S" STORES.

H.M.S. *Renown* is now receiving the finishing touches to a lengthy period of preparation for the Prince of Wales's voyage to India. An interesting figure among the 65 officers is Prince Charles, second son of the King of the Belgians. The ship's company of 1,250 men includes 16 drummer boys forming a drum and fife band which will attend functions ashore. The *Renown* will carry for receptions several thousand extra cups, saucers, plates, knives, forks, spoons. Her provisions include 112,000 pounds of flour, 15,000 pounds of "bully beef," 6,000 pounds of salmon, and 2,000 pounds of ships' biscuits. For the use of the officers there will be a stock of 195,000 cigarettes, 8,000 dozen bottles of wine, and 9,000 cigars besides 5,000 cigars taken by the Prince himself; 5,860 gallons of rum, and 4,000 gallons of lime juice for the men, and 11 black cats for luck complete the tale.

T.K.K. DIVIDEND.

DRAWING ON RESERVE FUND.

At the general meeting of shareholders of the Toyo Kisen Kaisha held at Tokyo recently a dividend of 8 per cent. was declared. Reporting on the conditions of business during the past six months and alluding to the depression of shipping situation, Mr. Asano, President of the Company, in the chair, said:—"It is regretable that owing to the continued depression of the shipping situation the result of our business during the last term was not so successful as usual so that we were obliged to defray from the reserve fund about Y.700,000 to bring the rate of dividend to 8 per cent."

Although objections were raised against the declared amount of dividend by some of the shareholders, who recalled the promise made by the President to pay a 10 per cent. dividend in this term, the proposed rate of dividend was accepted.

The proposal to issue debentures totaling Y.3,000,000 to be used for the payment for newly-built ships was submitted for consideration discussion by the meeting. The debentures are to be issued with the new steamers, *Fukuyo Maru* and *Ginyo Maru*, as securities, through the goodwill of the Yasuda Bank and are to be sunk within three years.—*Japan Advertiser.*

JAPAN TO LAUNCH 17 NEW WAR SHIPS.

According to the plans of the Japanese Navy Department, 17 ships, forming part of the eight-eight fleet, are to be launched within the year.

The destroyer *Warabi*, sister ship of the *Fuji*, 850 tons, which is building at the dock of the Fujinagata Shipbuilding Company in Osaka, has just been launched, followed by the special service ship *Tsurumi*, sister ship of the Sata, 10,000 tons, built at the Sakurajima dock of the Osaka Iron Works.

The principal ships which are to be launched this month are the second class destroyer *Sumire*, sister ship of the *Suzuki*, 850 tons, building at the Ishikawajima dockyard, the light cruiser *Isuzu*, the gunboat *Nakoso*, and the airplane tender *Hosho*. The launching of the *Hoso* will be memorable in that she is the first airplane tender to be constructed in Japan. November will see the launching of the battleship *Kaga*, 40,000 tons, building at the Kawasaki dockyard in Kobe.

According to the Japanese papers, the ships which are to be put in commission are the battleship *Mutsu*, the light cruiser *Nagara*, the first class destroyers *Tachikaze*, *Maikaze*, and *Hokaze*, the second class destroyers *Hishi* and *Ashi*, the submarines Nos. 29, 30, 31, 32, 33, 38, 39, 42, and 43.

THE BRITISH TRADE SHIP.

PLANS OF FLOATING EXHIBITION.

TO BE DOCKED WHILE AT HONGKONG.

Considerable progress has been made with the plans for the floating exhibition of British manufactures and industries, the novel enterprise, registered as a limited company under the name of The British Trade Ship, Limited, which is to include Hongkong in its tour.

According to present plans, a specially designed ship, named *British Industry*, will set sail from the Thames in the summer of 1923 for the chief ports of the world. She will first proceed to the East Coast of South America, where there will be four ports of call—Bahia, Rio de Janeiro, Montevideo, and Buenos Aires. She will then sail to South Africa, calling at Cape Town and Durban, and thence to Australia, where the ports of call will be Fremantle, Adelaide, Hobart, Sydney, and Brisbane. After proceeding to New Zealand, and calling at Wellington, Lyttelton, and Auckland, the ship will steer north by way of Fiji to Yokohama, Kobe, Shanghai, and Hongkong. Seven days are allowed for docking and repairs at Hongkong, and on the 358th day after leaving London the ship is timed to start on her homeward voyage *viâ* Manila, Saigon, Singapore, Batavia, Penang, and Rangoon. In India the ports to be visited are Calcutta, Madras, Colombo, Bombay, and Karachi, and on the way home the vessel will make a short stay at Aden, Malta, and Gibraltar.

The itinerary shows that during a voyage of 18 months' duration a distance of 43,000 miles will have been covered and 34 important trade centres visited. The table allows for a stay of from a week to a fortnight at each place, showing a total of 346 days during which the exhibition will be open. In mapping out the voyage care has been taken to reduce sea passages to a minimum. Trade centres will, therefore, be visited according to their geographical relationship, and the cruise has been so arranged that the voyage to India and the Far East will not coincide with the period of the south-west monsoon. Arrangements will be made for forwarding fresh samples to meet the ship at any particular spot, so keeping the exhibition both up to date and appropriate to the countries visited. Thus it will be possible to change the exhibits at the last port of call in each continent.

DESIGN OF THE SHIP.

This British trade ship will be specially constructed for the purpose of an exhibition and from the engines to the fittings and furniture will herself be an exhibit of British workmanship at its best. She will be of 20,000 gross tonnage and in her internal arrangements will differ from any ship that has ever been launched. There will be eight decks, four of which will be devoted to the exhibition proper. On the other decks, besides numerous cabins set apart for trade representatives, there will be a large reception hall with the principal exhibition offices, an inquiry bureau, a bank, an insurance office, interpreters' offices, telephone exchange, writing rooms, and cloak rooms grouped round it. Opening out of the entrance hall is a restaurant capable of seating 500 persons. A reception and ball room with domed roof extends nearly the whole length of the boat deck. A cinema, which can be used for exhibition purposes and for showing processes of manufacture, is installed at one end.

The design of the ship is the production of Swan, Hunter, and Wigham Richardson, Limited, whose chairman, Sir G. B. Hunter, is vice-chairman of the British Trade Ship, Limited. Earl Grey is its chairman, and among the directors are the Duke of Northumberland, Commander R. W. Day, Major G. P. Denton, Sir Maxwell Hicks, Mr. J. W. Beaumont Pease, Mr. Noel E. Peck, Mr. T. E. Thirlaway, and Mr. Edmond Hill (general secretary of the Federation of British Industries).

BRITISH TRADE TWO YEARS HENCE.

One notable feature of the Trade Ship Scheme of which particulars were given in *The Times*, as above, is that the special exhibition vessel which has yet to be constructed is not intended to sail from the Thames on her cruise of the world until nearly two years hence. This feature is held to be, in the opinion of Sir Maxwell Hicks, one of the joint managing directors of the company promoting the scheme, in its favour. It is contended that during the intervening period there should be time for manufacturing costs to be reduced, for the foreign exchanges to become, to some extent at any rate, stabilized, and for the financial situation of the various countries to be visited to become easier. The argument is also advanced that if British manufacturers do not believe that by the latter part of 1923 they will be in a position to take advantage of the opportunity for developing foreign markets, the outlook for British commerce cannot be regarded as promising. But the promoters, as is proper in the development of such a scheme, acknowledge no pessimism as to the success of the venture. Another advantage of laying the plans well in advance is, it is maintained, that there should be ample opportunity for making complete arrangements for the reception of the ship at the various ports she is intended to visit.

STROKED A POLAR BEAR.

An exciting incident occurred in the bear pit at the London Zoo, recently, as a result of which a nine year boy was seriously injured and will probably lose an arm. The lad climbed on the barrier unobserved and attempted to stroke a polar bear. The latter turned round and buried his teeth in the boy's arm, and would not relinquish his grip despite visitors' blows with sticks on his head. He released the hold directly he was ordered to do so by the keeper. The boy has been sent to hospital with his arm bones crushed.

LANE, CRAWFORD'S
MEN'S WEAR DEPARTMENT
EARLY AUTUMN WEAR

Spells of uncertain weather are so prevalent during October that consideration in respect of Early Autumn Wear is an urgent necessity if one is to be properly equipped to withstand all weather vagaries.

LANE, CRAWFORD'S

SPECIAL DISPLAY DURING OCTOBER

of Seasonable Underwear, Hosiery, Pyjamas, Shirts, Dressing Gowns and Overcoats will be worthy of inspection. A very fine range of Footwear is also available coupled with an exceptionally attractive selection of Lincoln & Bennett's Hats & Caps.

Reliable goods at competitive prices.

LANE, CRAWFORD & CO.

MANDER BROTHERS
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Le dernier mot
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WATER PAINTS
Particulars and shade books on application.
SOLE AGENTS:
LANE, CRAWFORD & CO.
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COLUMBIA RECORDS
COMPLETE OPERAS
"RIGOLETTO"
"CARMEN"
32 PARTS
16 DOUBLE-SIDED RECORDS WITH ALBUMS
AT
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TELEPHONE 73146.
SALE
OF
CHOICE CANADIAN FURS.
FOR ONE WEEK ONLY
MR. BYRON ALEXANDER OF VANCOUVER HAS A SALE OF HIGHCLASS CANADIAN FURS, COATS, OPERA WRAPS, COATEES, CAPES, STOLES, TIES AND CHOKERS.
ALL IN THE LATEST PARIS AND NEW YORK STYLES.
THE FURS ARE DARK ALASKA MINK, MOLE HUDSON SEAL, ALASKA SABLE, WHITE AND BLACK FOX, SKUNK AND ERMINE.
WM. POWELL LTD.
DES VOEUX ROAD.

NEW ADVERTISEMENTS

HONGKONG LADIES' HOCKEY CLUB.

BY kind permission of MESSRS JARDINE MATHESON & CO., LTD, there will be a MEETING in their Board Room at 5.15 P.M. on MONDAY next, 17TH inst, of Members of the HONGKONG LADIES' HOCKEY CLUB to elect officers and make arrangements for the coming season. All those wishing to join the Club are invited to attend.

[1605

NOTICE

THE ROYAL HONGKONG YACHT CLUB

NOTICE IS HEREBY GIVEN tha the SEVENTEENTH ANNUAL GENERAL MEETING of Members will be held at the Club House, North Point, on FRIDAY, 21st October, 1921, at 5.30 P.M.

By order,
ROBT. E. MACDOUGALL.
Hon. Sec. & Treasurer.

[1606

NOTICE.

ROYAL HONGKONG YACHT CLUB.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of Members will be held at the Club House, North Point, on FRIDAY, 21st October, 1921, at 5.45 P.M. to consider, and if thought advisable, to raise the Entrance Fee to $25.

By order,
ROBT. E. MACDOUGALL.
Hon. Sec. & Treasurer.

[1607

BRITISH LEGION.

CABARET DANCE.

THIS DANCE will be held in the ST. GEORGE'S and ST. ANDREW'S HALLS of the CITY HALL on FRIDAY, 4TH NOVEMBER, 1921, at 9.15 P.M.

Tickets, which will include light refreshments, will be $4.00 per person.

As the accommodation available is strictly limited, members wishing to attend should send their names, together with the names of their guests, as soon as possible to

THE INVITATION COMMITTEE,
c/o
MR. A. G LAMPLUGH,
Union Insurance Society of Canton, Ld
1608

NEW FRENCH LOAN.

CREDIT NATIONAL.

Issue of Bonds Fs. 500.

Interest 6% free from income tax.

Price Fs. 498,50 net.

Interest payable every 6 months from 1ST MAY, 1922.

Reimbursement by 4 yearly drawings

Comprising 7,200 prizes amounting to Frs. 13,000,000.

For subscription apply to—

BANQUE DE L'INDO-CHINE.

1609

NOTICE.

WE have just received a small consignment of "PETERSON'S" de LUXE PIPES. A handy NICKEL PIPE CLEANER will be given away with each Pipe.

TABAQUERIA FILIPINA,
1582] 38, Queen's Road Central.

HARBOUR RACE.

MONDAY, 24th—LADIES.
TUESDAY, 25th,—GENTLEMEN.
Both Races will start at 5.15 sharp.
ENTRANCE FEE $1.
Entries close to the Hon. Secretary on THURSDAY, 20th inst.

To be followed on the evening of the 25th by

A CARNIVAL

in aid of
Dr. BARNADO'S HOMES and MINISTERING CHILDREN'S LEAGUE.
ADMISSION TO CARNIVAL, $1.
R. C. WITCHELL,
Hon. Secretary.
Victoria Recreation Club.
[1581

TO LET.

GODOWN at Yaumati.

For particulars apply to—
THE HONGKONG LAND RECLAMATION CO., LTD.
1148

TO LET

GODOWN at Sam Shui Po near Cosmopolitan Dock. Large open compound in front suitable for the storage of Metal, Lumber, Ores, etc. Marine Lot; approached either from land or water side.

For particulars apply to—
W. G. HUMPHREYS & CO.
[1234

TO LET.

4 LARGE BRIGHT AIRY OFFICES centrally located.

Apply— Box No. 143,
Care of *Daily Press* Office.
[1557

FOR SALE.

PEAK DISTRICT.—5-ROOMED BUNGALOW with Garden; Short January from Motor Road; occupation early in distance.

Apply— A. D.
c/o HUGHES, HOUGH, Auctioneers.
[1576

INTIMATIONS

ANNOUNCEMENT.

MR BYRON ALEXANDER, from Vancouver, Canada, arrived by the last "Empress" with a splendid line of CANADIAN FURS, among them being "Dark Alaska," Mink, Mole, Hudson Seal, Skunk, and Ermine.

The latest Paris & New York Styles in Opera Wraps, Coats, Coatees, Copes, Stoles, Ties and Scarfs.

MR. ALEXANDER has arranged to display these handsome Furs, exclusively at the Store of WM. POWELL, LTD.

The Sale, for One Week only, begins MONDAY, the 17th inst.

[1590

G. R.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 17th day of OCTOBER, 1921, at 3 P.M., at the Offices of the Public Works Department, by Order of HIS EXCELLENCY THE GOVERNOR of One Lot of CROWN LAND at Craigmin Road, The Peak, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His MAJESTY the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	E.	S.	W.	Contents in Square feet.	Annual Rental. $	Upset Price. $
1	Rural Building Lot No. 169.	South-east of Rural Building Lot No 98 Craigmin Road, The Peak.	feet	feet	feet	feet	about	254	5,500
			As per sale plan.				44,200		

[1591

G. R

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 17th day of OCTOBER, 1921, at 3 P.M., at the Offices of the Public Works Department, by Order of HIS EXCELLENCY THE GOVERNOR of One Lot of CROWN LAND at Severn Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	E.	S.	W.	Contents in Square feet.	Annual Rental. $	Upset Price. $
a	Rural Building Lot No. 190.	At Severn Road.	feet.	feet.	feet.	feet.	about	60	1,370
			As per sale plan.				10,580		

[1592

G. R.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 17th day of OCTOBER, 1921, at 3 P.M., at the Offices of the Public Works Department, by Order of HIS EXCELLENCY THE GOVERNOR, of one Lots of CROWN LAND on New Road from Gap Road to Bowen Road and Wanchai Gap in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of HIS MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	E.	S.	W.	Contents in Square feet.	Annual Rental. $	Upset Price. $
2	Inland Lot No. 3253	South-east of Inl. Lot No 2302, on New Rd. from Gap Rd to Bowen Rd. & Wanchai Gap.	feet.	feet.	feet.	feet.	about		
			As per sale plan.				251,650	1,444	30,196

[1593

R.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 17th day of OCTOBER, 1921, at 3 P.M., at the Offices of the Public Works Department, by Order of HIS EXCELLENCY THE GOVERNOR of two Lots of CROWN LAND at Shaukiwan Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOTS.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	E.	S.	W.	Contents in Square feet.	Annual Rental. $	Upset Price. $
1	Inland Lots Nos. 3248 and 3249	Near Inland Lot No 1113, Shaukiwan Road.	feet.	feet.	feet.	feet.	about		
			As per sale plans.				12,187	89	2,225
							11,970	124	3,125

[1594

INTIMATIONS

NOTICE.

I hereby give notice that Mr. CHARLES ANDREW SUTHERTON RUSS a Solicitor &c., of the Supreme Court of Hongkong has to-day joined me in partnership and the Firm will continue to practice for the present at No. 37 Queen's Road Central under the style of Messrs. LEE & RUSS.

Dated this 12th day of October 1921.

H. C. LEE,

[1589

G. R.

PUBLIC AUCTION.

PARTICULAR AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 17th day of October, 1921, at 3 p.m., at the Offices of the Public Works Department, by Order of HIS EXCELLENCY THE GOVERNOR of one Lot of CROWN LAND at Severn Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurement. N.	E.	S.	W.	Contents in Square feet.	Annual Rental. $	Upset Price. $
a	Rural Building Lot No. 192.	At Severn Road.	feet.	feet.	feet.	feet.		284	1,413
			As per sale plan.						

[1595

G. R.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 17th day of OCTOBER, 1921, at 3 P.M., at the Offices of the Public Works Department, by Order of HIS EXCELLENCY THE GOVERNOR of one Lot of CROWN LAND at Severn Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurement. N.	E.	S.	W.	Contents in Square feet.	Annual Rental. $	Upset Price. $
a	Rural Building Lot No. 192.	At Severn Road.	feet.	feet.	feet.	feet.		284	1,413
			As per sale plan.						

[1596

G. R.

NOTICE.

OWNERS OF MOTOR VEHICLES are requested to apply at the Vehicle Licensing Office, Central Police Station, for an Enamel Motor Vehicle Licence Number Plate.

In future, the registration number plates will be:—

(1) Motor Cars—Enamel plate on the back of the car. Original plate on the front of the car.

(2) Motor Cycles—Enamel plate on the front of the cycle. Original plate on the back of the cycle.

It is requested that one of the original number plates now in use shall be returned to the Licensing Office in exchange for enamel number plate.

E. D. C. WOLFE,
Captain Superintendent of Police.
Hongkong, October 6th, 1921. [1574

G. R.

SALE OF H.M. TUG "ST. SAMPSON."

TENDERS are invited for the purchase of the above vessel with Engines and Boilers and Various Auxiliary Machinery on board. Full particulars of the vessel and conditions of sale may be obtained from the undersigned.

The vessel will be on view at H.M. Dockyard, Hongkong, from the 26th September, 1921 to the 29th October, 1921.

Permits to view the vessel may be obtained on application to the undersigned, and a tender form may be obtained on payment of a deposit of $500.

PARTICULARS OF H.M. TUG "ST. SAMPSON."

Length between perpendiculars	135ft. 0in.
Breadth, extreme	30 ,, 9 ,,
Depth (under side of 6" Bar Keel to Upper Deck)	16 ,, 7½ ,,
Tonnage according to British Rules, Gross	451 Tons.
Nominal Displacement	850 Tons.
At mean draft of	13ft. 10in.
Present mean draft	10 ,, 9 ,,

Built by .....Hongkong & Whampoa Dock Co., Ltd., Hongkong.
Completed...January, 1920.
Materials of Construction:—
Wood.....Fittings in Cabins, &c.
Iron.....General Fittings on dock, &c.
Steel.....Hull, bulkheads, &c.
Decks.....Forecastle, Upper and Lower.

A single screw steel steamer of I.H.P. 1200 fitted with internal electric lighting at 100 Volts.

Built under Lloyds survey. 100 A.1. for towing purposes.

The vessel is new and has not been in service since delivery from the builders.

Tenders will be received in the Office of the Commodore, Hongkong, up to NOON, on MONDAY, the 31st October.

H. G. LOWE,
Naval Store Officer.
Hongkong, 22nd September, 1921.
[1433

INTIMATION

FOR THE BABY

BABY SOAP.
Vinolia
Allen & Hanbury's
Johnson & Johnson

BABY TOILET POWDER.
Mennen's
Johnson & Johnson
Watson's Violet Powder

FEEDING BOTTLES.
Allen & Hanbury
Faultless
Maw's
Nestle's
Burgoyne's Perfect
Rodney
Cameronia

STERILIZERS & BOTTLES.

BABY COMFORTERS.

SOFT HAIR BRUSHES.

PUFF BOXES.

A. S. WATSON & CO. LTD.,

(Established 1841)

HONGKONG DISPENSARY

Phone No. 16

II

BIRTH.

BARTLEY.—At Shanghai, on October 9th, to Mr. and Mrs. F. P. BARTLEY, a son.

MARRIAGE.

SIMOES.—ENCARNCAO.—At Shanghai, on October 8th, C. P. SIMOES, to NINA ENCARNACAO.

DEATH.

GAYES.—At Shanghai, on October 8th, JOHN RAYMOND, beloved son of Mr. and Mrs. F. J. GAYES, aged one year and eleven months.

HONGKONG OFFICE: 10A, DES VOEUX RD., C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 15TH, 1921.

RELIEVING THE RUBBER CRISIS.

TOWARDS relieving the parlous situation in the Rubber industry nothing of a more practical character has yet been done than the step taken by the Rubber Growers' Association to discover what new uses can be made of rubber. Hitherto the main effort in the industry has been directed towards restricting the output of rubber. Voluntary effort has failed to accomplish this object to the extent desired and the British Imperial Authorities view with disfavour the proposals which have been put forward for compulsory restriction. There has been a good deal of misunderstanding as to what has been the actual position of the Straits Government in the matter, and in the Legislative Council at Singapore last week the GOVERNOR answered criticism in a speech in which he gave the general purport of the communications which had passed between himself and the SECRETARY OF STATE. The amount of Hongkong money invested in rubber is probably considerable and consequently a brief resume of the official correspondence may not be without interest to many readers. His EXCELLENCY made it clear that his attitude had been governed by the conviction that before the SECRETARY OF STATE would consider the proposition that Malaya itself should pass restrictive legislation he would need to be satisfied (a) that the rubber industry of Malaya, as a whole, agreed as to what it wanted done; (b) that the community of Malaya, as a whole, concurred in what the industry asked. He felt that even if Malaya spoke with a unanimous voice, the interests involved, commercial, financial and political, were so manifold and so involved that the last word would rest with the Imperial Government. His EXCELLENCY was not personally convinced that restrictive legislation, by Malaya alone was desirable, but he made it clear to the SECRETARY OF STATE that owing to his short residence in Malaya he did not feel justified in rejecting the advice of men of far greater experience in the country than his own, or in pressing his personal opinion with the authority which a GOVERNOR is normally expected to exercise in advising the SECRETARY OF STATE. As is now generally known, the SECRETARY OF STATE did not see his way to agree to restrictive legislation and the GOVERNOR in his speech said this decision was arrived at after the SECRETARY OF STATE had considered the advice of senior high officers of the Government, both present and past, and had been kept fully informed of the views held by the representatives of the rubber industry in Malaya and at Home.

A new chapter opened with the negotiations entered into between the representatives of the rubber industry in Malaya and in Java with the view to arriving at concerted action in the principal rubber producing countries. The scheme contemplated involved legislation not for restriction of output but for restriction of export, under a system of export licences and no financial assistance from the Government was asked. The GOVERNOR telegraphed to the SECRETARY OF STATE recommending that, in the event of the Government of Netherlands East Indies being prepared to legislate, similar legislation should be passed by the Straits Settlements, Federated Malay States, and Unfederated Malay States, provided that the Government of Ceylon was prepared to take the same action. He expressed the opinion that any scheme of co-operation between Malaya and the Netherlands East Indies and Ceylon for the restriction of the exportation of rubber would improve the position, which otherwise must, he thought, get worse. The SECRETARY OF STATE has not seen his way to agree to this proposal.

The Industry is thus thrown back on voluntary effort, which, in so far as it is confined to restrictive measures, does not seem likely to improve the situation to the extent desired. "What commerce needs," wrote a correspondent in *The Times Trade Supplement* recently, "is not less and dearer rubber, but an outlet for large quantities of cheap rubber by popularising and extending its uses." Mention was made by the writer of the fact that Great Britain uses but 20,000 tons of rubber a year, which is a small amount compared with the United States' consumption of 100,000 tons for tyres alone during the war years. The British consumption, he asserted, is not what it might and should be, "chiefly because the money and energy so freely invested in the production of rubber is not paralleled in the manufacturing and marketing fields. There are, however, signs of a change, to be credited in chief measure to British inventive genius; for if the manufacturer has been apathetic no such charge can lie against the scientist. In the past new ideas have been stultified by high prices of crude rubber and manufacturing costs, but the recent drop in prices, together with the prospect of an immense supply, has encouraged the perfection of processes tending to bring down fabricating costs."

That there should have been two thousand entries in the competition instituted by the Rubber Growers' Association with a view to getting practical suggestions for new uses of rubber attests the widespread interest in the scheme. The chief prize-winning suggestion is one which science has recently made practicable. If "sponge rubber" can be supplied for filling chairs, couches, cushions, etc., at a cost which compares favourably with the "filling" at present in general use, it is obvious that an enormous demand might be created by the furniture trade throughout the world. Sponge rubber we take to be "a rubber foam," to which invention the trade name of Onazote has been given. It is described as "three times higher than cork, resilient, buoyant, a non-conductor of heat and cold, impermeable to water. It is produced by driving nitrogen gas at a pressure of 1,000 lb. to the square inch into the crude rubber, after the latter has been prepared with a mixture of wax or another flux, and coated with a rubber-solution 'skin' to prevent abrasion of the surface or over-expansion of the cells. The sponge produced is ten times the size of the original rubber, and the inventor claims absolute control over the formation of fine or coarse cells." We may take it that the judges satisfied themselves before making the award that the general use of this product for furniture making purposes was an immediately practicable suggestion having regard to cost. It is, indeed, claimed for this sponge rubber that it is cheap. Science is coming to the aid of the industry in many ways and it is obvious that "the big need is for enterprise in fabricating" new products and bringing them to public notice." The great slump in the industry may yet come to be regarded as not an unmixed evil if it leads to active concentration on efforts to popularise and extend the use of rubber, resulting in the permanent stabilisation of the industry.

The Sino-Scandinavian Bank has been authorised by the Government of China to issue bank notes.

A new and commodious garage, known as the East Point Garage, has been opened at Ewo Street. A double-column advertisement appears on page 2.

The annual general meeting and an extraordinary general meeting of members of the Royal Hongkong Yacht Club are announced in to-day's advertisements.

An announcement in regard to a Cabaret Dance to be held at the City Hall under the auspices of the British Legion will be found among to-day's advertisements.

Command Orders by Lieut.-General Sir G. M. Kirkpatrick, issued yesterday, contain the provisional programme of training camps at Lo Wu and Sun Wai, for the next three months.

The Banque de L'Indo-Chine announces that it is prepared to receive subscriptions for a new French Loan bearing 6 per cent. interest. Prizes are associated with the reimbursement drawings.

Sir William Smyly, the eminent Dublin surgeon, who came out to the Far East to be present at the dedication of the Rockefeller Institute in Peking, is passing through on the P. & O. *Khiva* on his way home.

The Postal Commissioner of the Chinese Post Office at Shanghai has notified the public that the famine relief surtax on domestic registered articles, money orders and surcharged stamps would cease at all offices in the Shanghai postal district from the 10th of this month.

It is stated that the Portuguese Minister to Peking is expected to come to Canton shortly to discuss the Macao boundary question with Dr. Wu Ting Fang, the Minister of Foreign Affairs in the Canton Government. This report is circulated by a Chinese news agency at Canton.

The birthday of President Hsu Shih-chang falls this year on October 19th. The Manchu House has decided, says Reuter's Peking correspondent, to present His Excellency with a collection of old pictures as a birthday gift, while Prince Tsai Jun will call on the President to congratulate him on the occasion.

Three coolies are believed to have been drowned as the result of a collision between two native craft in Wanchai Bay. One boat was sunk; several members of the crew swam to the shore, but three are missing. The survivors allege that the other boat did not heave to after the accident which took place before daybreak.

It is announced that the Co-Director-General of Posts, Mr. H. Picard-Destelan, has applied for leave of absence, and the Ministry of Communications has appointed Mr. Rousse-Lacordaire to relieve him while he is away. Mr. Rousse was Postal Commissioner in Shanghai, prior to being raised to the position of Secretary in Peking.

Cotton mills seem to be in fashion in Tientsin now-a-days, says a Tientsin paper. We have just heard about one which is in the course of construction that will contain 56,000 spindles when completed. Several others are also under construction, so that in a few years' time much manufacture of cotton goods may be expected to be done in this neighbourhood.

At the second annual general meeting of members of the St. Andrew's Society of Peking, held at the Hongkong and Shanghai Bank, under the chairmanship of Dr. C. D. Gray, the President, officers were elected as follows: President, Colonel C. D. Gray; Vice-President, Mr. J. Lockhart; Hon. Secretary, Mr. Alex. Ramsay; Hon. Treasurer, Mr. W. Park; Committee Dr. J. G. Cormack, Messrs. J. S. Hogg, D. A. Johnston and A. L. Davidson.

TYPHOON WARNING.

The following telegram has been received by the American Consulate-General, Hongkong, from the Manila Observatory:—

October 14th 10 a.m.

Cyclone or typhoon E. of the Ladrone or Marianne Islands, direction unknown.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

BANQUE INDUSTRIELLE DE CHINE.

PROCEEDINGS TO BE TAKEN AGAINST ADMINISTRATORS.

LONDON, October 14th.

The *Times'* Paris correspondent reports that in consequence of the numerous suits lodged against the Banque Industrielle de Chine, the Parquet of the Seine has decided, after inquiry, to institute proceedings against M. Andre Berthelot, president of the Council of Administration of the Banque, and M. Pernotte, director and ex-administrator of the Banque, for infringement of the Company Law.

THE CHINESE QUESTION.

"CENTRE OF GRAVITY."

LONDON, October 14th.

At the Economic Conference at Caxton Hall, Mr. Pood, of China, said the issue at the Washington Conference meant war or peace. The centre of gravity was the Chinese question. The Chinese themselves were doing all they could, but the withdrawal of Japanese troops from Shantung would be appreciated as evidence of sympathy.

LOANS TO THE DOMINIONS.

QUID PRO QUO SUGGESTED.

LONDON, October 14th.

The *Times'* City Editor urges that in future loan prospectuses the Dominions and Colonies should give an undertaking that the money will be spent to the advantage of Great Britain whenever possible. He commends the action of India in giving such an undertaking in connection with the recent loan, and declares that cases have occurred in which the loan money subscribed by Great Britain has been used to purchase foreign goods.

AUSTRALIAN LOAN.

TO BE RAISED IN LONDON.

MELBOURNE, October 14th.

The House of Representatives has authorised a loan of £5,000,000, the money to be raised in London.

BURMAH OIL CO. DIVIDEND.

LONDON, October 14th.

The Burmah Oil Company announces an interim dividend at the rate of ten per cent.

FUSION OF INTERESTS.

CONTINENTAL SERVICE TO THE EAST INDIES.

LONDON, October 14th.

The financiers of the Amsterdam and Rotterdam Lloyd have entered into a community of interests with the German-Australian lines to run a joint ten-day service to the East Indies.

TO REHABILITATE AUSTRIA.

FINANCE MINISTER'S PROPOSALS.

VIENNA, October 14th.

Herr Guertler, the new Finance Minister, in a statement to the National Assembly, outlined the far-reaching programme of effort to restore the financial situation in Austria. It is proposed gradually to reduce and then abolish food subsidies and reorganise the Administration, reducing the number of officials of the State; also to take a share in the export of industries and issue an internal loan on the basis proposed by the League of Nations. It is hoped that these with minor measures will bring the bank-note printing presses to a standstill.

U.S.A. IMMIGRATION LAW.

FOREIGN STUDENTS EXEMPTED.

WASHINGTON, October 14th.

The Department of Labour has promulgated an order exempting foreign students from the provisions of the Immigration Law as regards the quotas of immigrants admitted from each State.

ARBUCKLE'S TRIAL.

SAN FRANCISCO, October 14th.

Arbuckle will be tried on November 7th.

LATEST CABLES.

UPPER SILESIAN PROBLEM.

NO PUBLIC DEMONSTRATION ALLOWED.

PARIS, October 14th.

The League of Nations recommendations were handed to M. Briand, who communicated them to the British, Italian and Japanese Governments.

BERLIN, October 14th.

The Inter-Allied Commission at Oppeln has appealed to the people to accept the Silesian decision peacefully. It announces that it will deal sternly with acts of provocation and not allow any public demonstrations whatever.

"A EUROPEAN CALAMITY."

The Chancellor, Herr Wirth, informed the foreign Press representatives that he would not resign but the fate of the Government lay in the hands of the Reichstag. He described the partition of Upper Silesia as a European calamity and a miscarriage of justice likely to prejudice the honourable fulfilment of Germany's obligations to the *Entente*.

Semi-officially it is intimated that Germany will take up the attitude that the decision of the League of Nations is incompatible with the Peace Treaty.

IS THE DECISION ULTRA VIRES?

Semi-officially it is stated that the first part of the recommendations deals with the frontier in accordance with the Versailles Treaty; the second part deals with economic stipulations not provided for in the Peace Treaty, which did not contemplate any limitation of sovereign rights once the territories were defined and accordingly the decision can only be taken by the Allies as regards the frontiers.

EARLIER CABLES.

LONDON CONSIDERS PROVISIONS FAIR.

GENEVA, October 13th.

A *communiqué* of the Council of the League, embodying the recommendations forecasted yesterday, says that the Committee has concluded that the problem is insoluble, simply drawing a line based purely on the plebiscite or economic considerations or on a compromise between the two, owing to the intermingling of the German and Polish populations. Therefore, in drawing a political frontier, adequate safeguards were necessary against disruption of the existing economic conditions. These cover arrangements for varying periods up to a maximum of fifteen years for impartial management and equal rights over railways, for common duties on many products, including coal and zinc, and the maintenance of the German mark in the regions assigned to Poland.

Viscount Ishii, in winding up the session of the Council, said that the solution reached marked a decisive hour in the life of the League, and was bound to contribute to the peace of Europe and the world.

LATER.

The Conference of Ambassadors is meeting in Paris to-day to take cognisance of the proposed Silesian solution and to arrange for the execution of the decision reached.

"THE JUDICIAL MURDER OF GENEVA."

LONDON, October 13th.

Forecasts of the decisions of the League of Nations regarding Upper Silesia are hailed with an outburst of dissatisfaction in Germany. The newspapers of Berlin declare that Germany will never assent to "the judicial murder of Geneva." Dr. Wirth's hint of resignation, however, is opposed by the Socialists and Democrats as serving no useful purpose. It is reported in Berlin that many Germans are preparing to flee from Silesia, fearing Polish attacks.

The French Press is pleased at the decision, and declares that the excitement in Germany will probably die down when the Germans reflect that they are rebelling not against France's decisions but against the sentence of the World Tribunal.

LOYAL ACCEPTANCE EXPECTED.

LONDON, October 13th.

Authoritative opinion in London is that the decision of the League of Nations as to Upper Silesia is very fair. It is pointed out that the Powers' pledge to accept the decision does not preclude the possibility of one or all the Allies offering remarks thereon. Germany and Poland are expected to accept the decision with absolute loyalty when it is announced, and the Supreme Council will not be affected in the slightest by any attempt of either party to obtain modifications of the decision.

AUSTRO-HUNGARIAN DISPUTE.

TERMS OF SETTLEMENT.

VENICE, October 14th.

Under the protocol settling the Burgenland dispute, which was signed to-day, Hungary engages to secure the handing over of the territory in a tranquil state, upon which Austria agrees that a plebiscite shall be taken as regards the national desire under direction of an inter-Allied military Commission.

THE MARK.

FURTHER SENSATIONAL FALL.

LONDON, October 13th.

Marks have made a new record at 550 to the pound, exciting speculation as to whether a financial catastrophe is impending in Germany through the depreciation of the currency accompanied by a continued boom in industrial stocks, the average price of which is now more than double that of last March.

The report of the decision as to Upper Silesia has been received with consternation in financial circles in Berlin, which are discussing measures to prevent the withdrawal of German marks from Silesia to Poland, as the currency would be further depreciated if the Poles get hold of large quantities of German notes.

The American banker, Mr. James Speyer, interviewed in London, viewed the situation with alarm, and said that the only palliative was the grant of large long-term credits to Germany.

WASHINGTON CONFERENCE.

U.S. PRESS ON PRESIDENT'S PRONOUNCEMENT.

NEW YORK, October 13th.

The newspapers endorse President Harding's warning against undue optimism respecting the Washington Conference, as cabled yesterday, emphasising that the President, though idealistic, is practical.

The *Tribune* says that it will not and cannot be a Conference to abolish armaments. The utmost hoped is some limitation, lightening military burdens, which is achievable more by the removal of the causes providing grounds of possible conflicts, thus striking at the roots of war, than by paper agreements.

The *World* declares that President Harding must have a definite programme and formula, which have not been disclosed. The disarmament issue has been subordinated to the Pacific and Far Eastern question; therefore all expectations of disarmament must necessarily be vague. Having dragged everything, including the "mythical Association of Nations," into conference, the President is now astonished to find people taking him seriously and holding him to strict accountability.

FRANCE'S REPRESENTATIVES.

PARIS, October 13th.

It is officially announced that, in addition to M. Briand, France will be represented at the Washington Conference by M. Viviani, M. Sarraut (Minister for the Colonies), and M. Jusserand (Ambassador to the United States).

AUSTRALIA'S REPRESENTATIVE SAILS.

MELBOURNE, October 13th.

Mr. Pearce, the Minister for Defence, has sailed for Vancouver to attend the Washington Conference.

BRITISH DELEGATES' DEPARTURE.

LONDON, October 14th.

The Principal British delegates to Washington will depart on October 26th.

INDIAN FISCAL COMMISSION.

TO INVESTIGATE IMPERIAL PREFERENCE.

LONDON, October 13th.

The question of the desirability of adopting the principle of Imperial Preference will be considered by a Fiscal Commission appointed by the Government of India to examine its tariff policy with reference to all the interests concerned.

The Commission consists of twelve notables, of whom seven are Indian and five British, with Sir Ibrahim Rahmitoola as president and Mr. Joen Maynard Keynes as vice-president. It is expected that the Commission, after touring India, will complete its labours by taking oral evidence early in March.

[Sir Ibrahim Rahmitoola is a member of the Viceroy's Imperial Legislative Council, a director of the Bank of India, and a leading figure in the municipal life of Bombay.

Mr. J. M. Keynes is well known as the author of "Economic Consequences of the Peace." He is the author, also, of "Indian Currency and Finance." Entering the Civil Service, he was engaged in the India Office, but was transferred to the Treasury until 1919.]

SOVIET AND PRIVATE ENTERPRISE.

TROTSKY AS A DIRECTOR.

REVAL, October 13th.

The Soviet support of private enterprise is indicated in a Moscow despatch announcing the formation of a private Industrial Union, with Trotsky as one of the directors, to control various industrial concerns, including a tannery, ironworks, nail factories, paper-mills, brickworks, boot factory, and six Government estates.

SENATOR KNOX'S DEATH.

JUST BACK FROM ENGLAND.

WASHINGTON, October 13th.

Senator Knox, who returned from a holiday in England on the 10th inst., was entering the dining-room of his residence when he collapsed and died in a quarter of an hour. It is believed that his death will cause some delay in the ratification of the German Treaty.

CANADIAN BANK ROBBERS.

CAPTURED BY CITIZENS.

WASHINGTON, October 13th.

Five robbers chloroformed the manager and two women clerks of the Bank Hochelega at Elie, rifled the safe, and escaped in a motor-car with $50,000 in cash and securities. The motor-car was wrecked and the bandits were scattered throughout the country, pursued by a citizens' posse, who captured them.

AUSTRALIA'S NAVY.

THE ESTIMATES.

MELBOURNE, October 13th.

The Hon. Laird Smith, Minister of the Navy, has introduced into the House of Representatives the Commonwealth Naval Estimates totalling £3,180,000. The expenditure for 1920-21 was £96,000 below the amount of the appropriation, which is due to a reduction of the personnel of the Navy. As the ranks and ratings lent by the Imperial Government are now being repatriated, the sea-going Fleet of the Commonwealth has been reduced to two light cruisers, one training cruiser, two sloops, four destroyers, three submarines and a few auxiliaries.

LATER.

The Commonwealth Naval Estimates show that no further building is contemplated.

BRITAIN'S "UNKNOWN WARRIOR."

CONGRESSIONAL MEDAL ARRANGEMENTS.

LONDON, October 13th.

It is officially announced that the U.S. Ambassador, Colonel Harvey, will deposit the Congressional Medal on the "British Unknown Warrior's" grave in the Abbey on the 17th inst. General Pershing will represent the United States Army and Vice-Admiral Niblack the Navy.

IRISH CONFERENCE RE-OPENS.

LONDON, October 13th.

The Irish Conference re-opened at Downing Street to-day. There was a smaller and quieter crowd. The Sinn Fein members arrived an hour late. It was explained that this was not because of any hitch, but because both sides desired to confer preliminarily.

NANKANA SAHIB RIOTS.

EXEMPLARY SENTENCES.

LAHORE, October 13th.

Exemplary sentences have been passed on the Nankana Sahib rioters mentioned in the message of September 15th. The Mahaut of the shrine and seven others were sentenced to death, eight to transportation for life, and seventeen others to seven years' rigorous imprisonment.

ENGLAND'S SECRET AEROPLANE.

SUCCESS WOULD REVOLUTIONISE AVIATION.

It is believed the problem of vertical flight is in process of being solved. The first tests were made in secret at Farnborough with a new British heliocopter. For months the experimental section of the Royal Air Force has been engaged, in circumstances as secret as those associated with the Tanks, in evolving this new machine. The workshops have been guarded lest information should leak out, but in the view of the experts, under Mr. Sydney Smith, O.B.E., superintendent of the station, much progress has been made and the highest hopes are entertained of success, writes a special correspondent in the *Evening Standard*.

A helicopter is an aeroplane that will rise straight into the air under the upward pull of the screws. A few months ago a helicopter invented by Lieutenant Stefan von Petroczy, of the Austrian Army Balloon Corps, went up like a lift, several men being in a circular chamber fitted to the top. Below its metal turret were two air screws revolving in opposite directions. It was driven by three motors of 120 horse power each, the screws making 600 revolutions a minute. How far the knowledge obtained from the tests of this machine has been introduced into the new British machine cannot at present be stated. The correspondent was able, however, to say that on the morning of the coming test the crew would enter a turret; the whole machine would be held captive by steel cables; the motors would be started; and then the whole machine would shoot perpendicularly upward, attached to cables. It will, it is believed, be able to remain stationary at any height. A parachute of great size can be released if necessary. The Austrian and French, as well as the British technical experts have been engaged on this type of machine for some time. The secrecy has been maintained because of the high importance of success which would introduce an absolutely new element into aviation.

NEW SPIRIT IN BRITISH INDUSTRY.

Dr. Macnamara, addressing a gathering of Coalition Liberals at Bessemer House, Denmark Hill, said that all over the country employers and employed in numberless industries were sitting down together in frank consultation and conference, and were making agreements which avoided stoppage of work.

"As Minister of Labour," he continued, "I cannot overstate my admiration for the spirit of mutual self-respect and intercourse with which these difficulties are negotiated and brought in many industries to a successful conclusion by agreement without strike. That is the way out. What we want now is the determination not only that the revival in trade shall not be hampered by more strife, but that it shall be taken advantage of to the fullest extent."

Sir Murray Hyslop said that as the year rolled by it became increasingly evidently that big problems could not be solved by one party, but only by all parties co-operating in a national spirit. The great conflicts between capital and labour were being solved by compromise. What the nation needed more than anything at this juncture was the co-operation of every loyal spirit and loyal mind.

SCOTTISH LETTER.

AFTERMATH OF THE COAL STRIKE.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, August 31st.

The mining districts of Scotland are now suffering acutely for the great mistake of the coal strike and its accompanying sabotage. In the County of Fife alone the distress is so great that, in addition to the compulsory collections from the miners who are at work, it has been found necessary to appeal to the public for a relief fund. Before the strike about 30,000 persons were employed in and about the mines of this one county, and it is computed that 10,000 of this number are at present unable to find work. The primary cause of this state of affairs, of course, was the decision of the Miners' Executive to adopt a policy of terror and wrecking. They raided the pitheads, chased the "safety" men from the engines, and flooded the workings. Of all the mining districts in Scotland, Fife is the heaviest watered, and the effect of the Communistic rioting there was especially ruinous. Indeed, had it not been for the rapid mobilisation of soldiers, sailors, and the Defence Force the industry in Fife would have been extinguished for many a long year.

The extremists were well warned of the consequences of their action. They were told that in the average Fife colliery every day the pumping engines stood idle would mean the loss of a week's work. The answer of the Miners' Committee was—"We have considered the matter, and are prepared to accept the responsibility." But this Miners' Committee does not now feel itself "responsible" for the feeding of the men and their families whom it has deprived of the means of earning their living.

MISSION WORK IN CHINA.

An article upon the "Fruits of Mission Work in China" is contributed to the September number of "Life and Work," the official organ of the Church of Scotland, by Dr. Andrew Graham, Ichang. He claims that the past century and a half of Christian teaching is bearing an abundant harvest in the awakening which has come to the Chinese. Among the signs of this new life, he puts first the Christian outlook, which many besides those who are members of the Christian Church have come to possess. It is the development of the Christian conscience, a conscience which may not at all times be obeyed, but which nevertheless is present in many of the best men of China. This has had the effect of creating a deep desire for the social uplift of the people; hence many of the reforms to be seen is China to-day. Dr. Graham instances the barbarous customs of binding the feet of young girls, which he says will soon be a thing of the past. Then he cites the Red Cross of China, and the desire to help the wounded in war and the starving in times of famine and disaster. This is utterly unlike the callous indifference of the old days, and one welcomes the kindly thought that created it, and year by year keeps it alive by the giving of that which a Chinese always thinks twice before parting with,—namely, money. The activities of the Red Cross Society have proved to be one of the best meeting grounds between the foreigner and the Chinese. As to the institution of an official holiday on Sunday, Dr. Graham remarks that one cannot say more than that it is a step in the right direction.

DEVELOPING CHINESE PATRIOTISM.

There has arisen in China a band of young men and women in whose hearts there has developed a great love for their country, says Dr. Graham. There is a deep gulf between their educational accomplishments and those of their fathers. The fathers had only a knowledge of the classical writings and practically nothing of the outside world, while they, the children, have received, almost invariably in mission schools, an education equal in every way to that given to the youth of Scotland. These are the men and women into whose hands will soon pass the welfare of China, and it is significant that so many of them are seeking its uplift. The Christian teaching which they have received has created in their hearts a sense of justice and a great desire for the righting of China's wrongs, and this is the explanation of some of the movements which have already born fruit.

Such products of mission schools working for the welfare of their country, sums up Dr. Graham, taking an important place in the commercial development of the land, are an unanswerable reproof to all adverse criticisms of missions.

LIMEHOUSE AND BLAIR ATHOLL.

Mr. Lloyd George the guest of the Duke of Atholl—the situation is distinctly piquant. In the smoke-room at Blair Castle of an evening one can imagine stories being told of past days, not excluding some associated with Limehouse. Each has a subtle sense of humour, and both will fully appreciate the fact that the orator of that once famous day is now the guest of a great landowning Duke. The wheel has turned a full circle. Over a rummer of the justly celebrated brew of Atholl brose, the pair may even crack jokes about pheasants and mangelwurzels. Do many of the present generation recall the extraordinary mixture of politics and natural history connected with this reference? But from scenes like these the Empire's greatness springs. The whole incident is cheering. It indicates that bygones are bygones. And also that the once land-reforming Radical now realises that a Duke's a man for a' that.

DECLINE OF THE GAELIC.

Those who "have the Gaelic" in Scotland are fast decreasing in number. Highland societies must bestir themselves if they mean to preserve the language as well as the garb of old Gaul. The census tells us that some 10,000 people speak the Gaelic only, less than a fourth of the number recorded 30 years ago; and 150,000 speak both Gaelic and English, a 20 per cent. drop in 10 years. At this rate the speech of the old Celtic race of Scotland will soon cease to be numbered among the living tongues. Language is subject to the same laws of growth as those which govern empires and races of men: time rolls majestically on and only notes their passing. The reasons for the decadence of Gaelic are not obscure. English is all-conquering; the two tongues cannot flourish side by side; the more vigorous must prosper at the expense of the other. Everyone with a touch of sentiment in him will deplore the passing of a beautiful and poetic tongue; but, like many other good things, it seems doomed to be sacrificed to the behemoth of progress.

STRIKING A MATCH.

You may never have thought of it in this way, but here is how the striking of a match suggests itself to a Scottish rhymer who signs himself "C.A.M.":—

"Lightly we lift the frail, dynamic thing
That carries Death and Beauty, slumbering
In slender, budded rods.
Lightly we strike, and straightway we are gods!
We have achieved divine, creative power;
We have outstripped the tardy feet of spring
And suddenly, in perfect blossoming,
Have brought a bud to flower!"

The only regret is that it is not always like that. Some one may now weigh in with the poetic description of a fizzle, or the last match blown out by the wind—and five miles on a lone road to the nearest shop, which in all probability will be shut for the weekly half holiday.

NERVES AND THE MAN.

All sorts and conditions of golfers were affected by the war. Even Jimmy Braid, whose anxiety in the strain of a Championship which he was winning would seldom show by so much as the flicker of an eyelid, has been known to get nerves. It is on record that after a certain missed putt he turned and rebuked the spectators at one side of the green for talking. The point of the story is that not a whisper had been heard by those who stood where the indictment was directed. Braid for once in a long while was rattled.

The season drawing to a close has not been sparing in its special instances of psychological interest. Mr. Roger Wethered's finish in the Open Championship, which placed him equal first in the field, will long live as a supreme amateur's achievement.

Jock Hutchison's was also a sterling effort, since he had had a poor third round and knew that he had a certain thing to do, and a difficult task at that. Curiously enough, Hutchison showed us another side of the picture at Gleneagles. He illustrated in a historic defeat the amazing difficulty it can be to hold on to a substantial lead. He was five up at the eighth, and then adopted the halves policy, but Abe Mitchell put on full sail, and Hutchison lost the match.

Probably few players have undergone greater strain that Taylor and Vardon when they were both leading for the 1914 Championship at Prestwick, and were drawn together on the second day. Not only were they spectators of each other's strokes, but were followed by a dense crowd. Vardon survived and won; how Taylor slipped his advantage at two holes and did not regain it is a matter of history.

A SCOTTISH GOLF UNION.

The Scottish Golf Union is now an accomplished fact, and for its puposes Scotland has been divided into seven districts, with club and individual matches of their own. The first object of the Union is to improve the standard of amateur golf in Scotland. There is a world-wide belief that the finest natural golfers spring from the soil—or the sands—of the Scottish seaboard, especially the eastern seaboard. Far be it from us to contradict it. Undoubtedly the native raw material is there; left unrefined, however, it is of less comparative value than it once was.

No one has stated the position better than Jerome Travers, the American Champion, on the occasion of his first visit here just twelve years ago. This was his opinion of Scottish amateur golf—"Good players are as thick as huckleberries; only they don't know how to make the most of themselves."

Well, it will be the task of the Union to make the most of the "huckleberries" that grow so abundantly on the Scottish seaboard.

WITH VARIATIONS.

The "bang gaed saxpence" joke now requires an historian. During the war it did noble duty, and the sad fact should be put on record that the Scot fostered it sedulously. The oldest form of the jest was followed by an ingonious variant. "Man, London is a fine place: A went into a tea-room, an' the first thing A saw wis a saxpence lying un'er a plate, and it peyed ma tea." This was modified to suit war conditions. Verey lights made one section of the line conspicuous. "What is wrong with the Scots?" asked an officer. "Somebody dropped a sixpence, and they're looking for it," was the reply. A Jock attached to a Canadian kilted regiment tried to live up to his reputation. A mate hailed him—"Jock, the Scots were held up this morning." "How wis that?" "The Colonel dropped a sixpence." The resultant laugh was stifled at birth, for Jock mildly replied, "Aye, they wud hae yon English Colonel wi' them. Catch their ain wan takin' money wi' him." The same Jock, being at home when the Armistice was declared, was hailed at a railway station by two Colonials—"Say, Jock, you won't be going back now?" "Oh, A'll need to gang back. A've left ma best glengarry and twa pair o' sox in ma dugout." Delighted with the manner in which his joke went off, he tried it on his father, a dour old Scot. The old man looked at him with disgust, and said—"Dinna be a *fool!*"

MARRIAGES.

At Station Hotel, Kirkcaldy, on 24th August, William J. Entwistle, M.A., eldest son of Mr. and Mrs. W. E. Entwistle, China Inland Mission, to Jeanie Drysdale, only daughter of Mr. and Mrs. John Buchanan, 7 David Street, Kirkcaldy.

At Scotstoun Parish Church, on the 23rd August, James Baxter, chief engineer, China Navigation Company, to Jessie, third daughter of Mr. and Mrs. James Cameron, 115 Camperdown Road, Scotstoun, Glasgow.

At The Abbey, Dunfermline, on the 30th August, William Inglis, of the Hongkong and Shanghai Banking Corporation, and Crombie Point, Fife, to Isabella, eldest daughter of the late Thomas Alexander, and Mrs. Alexander, Balmule, Dunfermline.

WORLD THEATRE.

4.30 P.M. MATINEE 4.30 P.M.

FRIDAY, 14TH., SATURDAY, 15TH. & MONDAY, 17TH.

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SYMBOL OF SACRIFICE

IN 8 PARTS.

Owing to the great length of this picture, the show starts at 4.30 p.m. sharp.

Of Interest to Every Woman.

The Fair, the Dark, the Matron and the Maiden.

AN EXCLUSIVE AND PROVED METHOD OF HAIR-BEAUTY CULTIVATION.

Free 1,000,000 HARLENE Hair-Drill Outfits.

EVERY gift of Nature is perfect, and of all the bounteous gifts that Nature has given woman—the hair is undoubtedly the most highly prized. Yet, strange to say, it is so often neglected. Nature extracts a penalty for every neglect and human failing, and women have to pay the penalty for neglect of the hair in the resultant dull, lifeless, unhealthy condition of that should be the "crowning glory of the woman beautiful"—the hair.

arises from illness, worry, over work, or the natural passing of years.

THE "HARLENE" WAY.

First of all cleanse the hair and scalp with a delightful "Cremex" Shampoo—there is no more pleasant, invigorating toilet exercise. Then sprinkle the hair with "Harlene" and gently massage the roots of the hair with your finger tips. Then add a few drops of "Uzon" Brilliantine to give the hair a final touch of brilliance.

There is no necessity to endure impoverished hair, for while Nature has provided the gift, science, which is Nature's assistant, has devised and perfected "Harlene Hair Drill" an unfailing remedy for all hair diseases, lack-lustre, and other defects. And the news is now published that all readers may test this scientific yet simple and easy method free by merely forwarding the coupon below.

WRITE FOR A FREE TRIAL OUTFIT TO-DAY.

MILLIONS PRACTISE "HAIR-DRILL"

Millions of men and women throughout the world now practise "Harlene Hair Drill" daily. They have tested and proved that this unique preparation "Harlene," and its agreeable method of application, "Hair-Drill" is the surest way to overcome Scurf and Dryness, Scalp Irritation, Over Greasiness, Falling, Brittle, Splitting Hair, and that it is also the easiest way to secure the perfect growth of long, silky, beautiful hair in abundance, glossy and bright.

All classes of Society are now regularly practising "Harlene Hair-Drill." National Workers, abroad and at home—indeed all are able to banish the "tell tale" at 18, 40, or 80 "appearance. Everyone (both ladies and gentlemen) are invited to accept the Free Gift Offer made in this announcement. Fill in and post the Coupon below and you will receive "Harlene Hair-Drill" Outfit Free.

YOUR "HAIR-HEALTH" GIFT.

Simply send 6 annas in stamps for postage, and a Free "Harlene" Outfit will be sent to your address in any part of the world.

1. A bottle of "Harlene," the true liquid food for the hair, which stimulates it to new growth. It is Tonic, Food, and Dressing in one.
2. A packet of the marvellous hair and scalp cleansing "Cremex" Shampoo which prepares the head for "Hair-Drill."
3. A bottle of "Uzon" Brilliantine, which gives a final touch of beauty to the hair, and is specially beneficial to those whose scalp is inclined to be "dry."
4. A copy of the new edition of the "Hair-Drill" Manual giving complete instructions for this two-minutes a day hair-growing exercise.

Commence at once to help your hair to health and beauty. Young women can maintain their hair in abundant beauty, and women of more mature years can regain all the lost lustre and health, whether it

"HARLENE" FOR MEN ALSO.

Every man desires to preserve a fresh, smart, crisp appearance, and in this respect the care of the hair is essential. The Free Gift offer made in this announcement is open to every man, and they will find this 2-minutes-a-day "Harlene Hair-Drill" a delightfully pleasant and beneficial toilet exercise.

Prove the wonderful merits of "Harlene" for yourself without cost. The Gifts referred to above will be sent you immediately you post the coupon below.

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Any or all of the preparations will be sent on receipt of 6 annas extra for postage direct from Edwards' Harlene, Limited, 20, 22, 24 and 26, Lamb's Conduit Street, London, W.C. 1, England. Carriage extra on foreign orders. Cheques and P.O.'s should be crossed.

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Fill in and post to Edwards' Harlene, Limited, 20, 22, 24 and 26, Lamb's Conduit Street, London, W.C. 1, England.

Dear Sirs,—Please send me your Free "Harlene" Four-Fold Hair-Growing Outfit as described above. I enclose 6 annas in stamps for postage to any part of the world. (Foreign stamps accepted.)

NOTE TO READER.

Write your full name and address clearly on a plain piece of paper, pin this coupon to it, and post as directed above.

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07

THE NEW WOMAN.

VAST CHANGES.

[By MARJORIE BOWEN, Author of "The Viper of Milan," "I Will Maintain," "The Leopard and the Lily," etc.]

One wonders if it is really the woman who is "new," or rather the times in which she lives—times of transition, almost, spiritually and mentally, of chaos, times of inventions, discoveries (still in dispute, many of them, as to their ultimate good or evil) that the mention of would have been rejected as mere fairy-tale marvels even a hundred years ago. There is no parallel in history for the present epoch, for we are dealing with forces which have hitherto been undreamt of, forces in nature and in the human souls. How can woman, swept into the current of these devastating changes, remain the same. Men are not the same; the very elements are tampered with, swayed to strange uses; the face of nature has been wilfully altered.

For two thousand years there was one code of manners, one standard of morals, one set way of life open to women, and any deviation from these was punished not only by earthly shame, misery, death, or torture, but rendered more terrible by the threat of eternal chastisement in the world to come. The women who defied these rulings were considered as outcasts, beneath the farthest stretch of pity or charity. So far was the Christian ideal of female chastity carried that a woman was reckoned "good" or "bad" according as she kept or fell from this standard, as if no other virtue or vice was worth troubling about in feminine character. With all this, she had immense influence on public affairs, on the making of history, but always indirectly through the men, and her relationship to them as mother, sister, wife, mistress. Independent action was absolutely denied to her, and we have no evidence that she ever sought it; no indication of even a flicker of rebellion from those women who had to endure what a modern woman would consider intolerable insults—only a closer clinging to religious consolation, or more marked austerity of conduct. The woman who was likely to become superfluous, or for some masculine reason not needed, was placed in a convent. We have no record of whether they liked the convents, but they stayed in them with no sign of protest.

Then, suddenly (the very first glimmerings of "emancipation" for anyone, including women, do not go back 200 years), the world is completely changed, and women must as a matter of course, change with it; it is not a case of whether they like it or not, they are forced out into the world now just as surely as they were once forced into domesticity or the convent. It is quite impossible for a woman now to live the feminine life of even fifty years ago—the surroundings do not exist, the mental attitude that made it possible has gone, the men are as changed as the women. The much-quoted ideals expressed by Milton—

> Nothing lovelier can be found,
> In woman, than to study household good
> And good works in her husband to promote.

and later Robert Browning, with his beautiful

> Womanliness means only motherhood,
> All love begins and ends there—roams enough,
> But, having run the circle, rests at home.

And Tennyson's complacent summing up—

> Man for the field, woman for the hearth;
> Man for the sword, and for the needle she;
> Man with the head, woman with the heart,
> Man to command, and woman to obey,
> All else confusion.

simply will not do now-a-days—there are not the homes, the husbands, the children, the needlework, the peaceful household stacks to go round—and even those who find them discover that this scheme of things "won't work" like it used to; the ideal is lovely and sweet, and how many hundreds of thousands of women ache to attain it!

How many have to put the dream aside and become "new women"—hard, perhaps, or a little queer, not very beautiful or amiable, but playing a difficult game with amiable courage—and how many, again, find the homes only to realise that they must support or partially support themselves, that they have literally to be breadwinner, that economic conditions no longer allow of this absorption in gentle domesticity, that the shocks and crashes of a changing order will not permit of this delicate feminine aloofness?

ALTERED ASPECTS.

One thinks that very few women, very very few, would refuse the life of love and home and children, made easy by devotion and chivalry, sheltered by strength and courtesy from everything unpleasant and difficult; the trouble is that they do not get, cannot, in the present nature of things, get the chance of these things, that they are forced to fend for themselves, often for someone else, even for their husbands and children, and that this has altered their outlook, their manners, their very dress and figure. The long, flowing robes, the veils the jewels, shawls, and laces associated with the ultra-feminine women were first violently replaced by the pioneer extremists with the hideous parody of man's costume, now extinct, and woman has achieved a most rational and beautiful dress, cheap, becoming, and healthy, and eminently suitable for the kind of life she must now lead; and as she has adapted her garments, so she has adapted her character; blushes, fainting fits, pruderies, delicacies have had to go together with hooks and eyes, buckram, and skirts that dragged on the ground; and with them many little arts, little airs and graces, have had to relegate together with the fine needlework and the hand-made lace—a pity, perhaps, but it had to be. These things could no more exist in the present time than flowers on the field of battle—the very air is against them—we may regret them, a thousand times regret them, but we cannot cherish them into life.

(Continued at foot of next column.)

The new woman may appear to have gone too far in many things, but one thinks that this is more in appearance than reality. The women who are silly or rude, conceited or crazy, now are probably only the types who would always have been so, but who have had no chance to flaunt themselves under the old system; and if a great many have lost their heads and do "behave badly," who is to blame them? With every tradition flung overboard with every convention scoffed at, with knowledge put into one hand and freedom into the other—it takes a strong head, a sound heart, not to show any symptoms of giddiness or confusion. It is still a common gibe thrown at women who make themselves conspicuous in some new field of endeavour—"Go home and look after the children," and the point that one cannot too strongly insist on is, there are not the homes or the children for every woman, and a large proportion of the homes and children women do get are rendered, not joys, but intolerable burdens by reason of modern conditions of poverty, ill-health, and over-population.

"ODD WOMEN."

Women must turn to other things whether they want to or not; they must equip themselves for other fields of action than "the hearth," for other implements than "the needle," and they are doing it, with courage, with distinction, with (now the first excitement has worn off) increasing good taste, quietness, and sane judgment—talking less and less of "the wrongs of women," which are only the "wrongs of men" as well, saying nothing at all of sex hatred, which does not exist in normal human beings, trying no longer to ape men, but to be as womanly as possible, doing work often uncongenial, often unsuitable, often dull, not because they want to, but because they must. Perhaps they were much happier under the old condition of things—perhaps all this work and freedom is wrong and unnatural for women, perhaps nature never intended it, but it has simply got to be; the world has so become that it is a necessity whether the women like it or not.

What are all the "odd women" going to do, other than what they are doing? Where are the homes that are to shelter them, the men who will provide for them? How many women earning their own living would not give up at once if some delightful man with money came along and wanted to marry them? And what woman would refuse to have a nice, healthy baby in pleasant surroundings, protected by devotion and affection? Think, then, of the renunciations, the tragedies, the suppressed instincts, the yearnings, the longings that must go to embitter the lot of many of these modern "new women," and it will seem that they make a very brave show in a world where luck has rather run out for women; and there aren't enough husbands, homes, babies, or even lovers to go round, and where the available quantity of these articles is apt to be rather dubious in quality, and the price demanded very high. But the "new" women are very proud, and few will admit they wanted what they could not get; they preferred to "bluff it out" with a parade of these qualities that make them such a host of enemies.—*Daily Telegraph.*

A Double Safeguard.

When buying Worcestershire Sauce, always look for the *signature in White*

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on the *Red* label, and see also that the *name* **LEA & PERRINS** is embossed in raised letters on the glass bottle.

Lea & Perrins' label and bottle are copied to such an extent that these precautions are necessary, in order to make sure that you are being supplied with the *original and genuine Worcestershire* and not one of its many imitations.

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53

HEAD BROKE OUT IN ERUPTIONS

Very Restless Nights. Hair Fell Out. Cuticura Healed In A Month.

"I had tiny lumps come on the back of my head, and the following week they all broke out in sore eruptions of a wet nature. The irritation was so great I was bound to scratch, and it caused me to have very restless nights. My hair used to fall out something awful.

"I sent for a free sample of Cuticura Soap and Ointment. I bought more and in a month I was healed." (Signed) Miss Edith A. Budd, 11, Mead Lane, Chertsey, Surrey, Eng.

Clear the pores of impurities by daily use of Cuticura Soap and occasional touches of Cuticura Ointment as needed to soften, soothe and heal. They are ideal for the toilet.

Sold throughout the World. Soap 1s. Ointment 1s. 3d. and 2s. 6d. Sold throughout the Empire. Post free of Depot: F. Newbery & Sons, Ltd., 27, Charterhouse Sq., London. Also for mail orders with price. Cuticura Soap shaves without mug.

(33-12)

FULNESS AFTER EATING

FLATULENCE—ACIDITY.

Was your last good meal entirely spoilt by the sense of fulness which followed it? This trouble is a sure sign of slow or incomplete digestion, and this, in turn, is proof that the stomach is not so strong or so active as it ought to be. Worse troubles will follow unless the stomach is restored at once to healthy activity by the use of the world's favourite stomach and liver tonic—Mother Seigel's Syrup. If you have fulness after meals, a bad taste in your mouth in the morning, fur on the tongue, a lost appetite or flatulence after meals, take Mother Seigel's Syrup and put your stomach right! It will clean your tongue, renew your appetite, give you relish for food and the power to digest it thoroughly and easily. Be sure you get the genuine Mother Seigel's Syrup—the remedy of world-wide repute.

Mother Seigel's Syrup has made friends in all parts of the world during the past fifty years because it is just what it claims to be—an ideal stomach and liver tonic. Countless thousands of people have tested the Syrup for themselves and—in many cases—they have made it their regular family medicine because it does its work efficiently and surely. The Syrup is made of medicinal extracts of roots, barks and leaves which, in combination have a remarkable effect upon the organs of digestion, toning them and strengthening them so that they can do the work required of them easily and thoroughly. This is the opinion of the many thousands of people who owe their good health and good digestion to the daily use of Mother Seigel's Syrup alone.

Mr. A. T. Wishart of 15, Perkins Street, is a prominent resident in Port Elizabeth, who has known this medicine for a long time and proved its efficacy for himself. In a welcome letter to the proprietors, he says:—

"Allow me to add my testimony to the value of Mother Seigel's Syrup. As a user of this well-known remedy for many years, I feel qualified to give an opinion, and can conscientiously recommend its use to anyone suffering from Indigestion.

"Previous to using it, I suffered considerably from this distressing ailment, for which I tried many prescriptions, and while some of them gave temporary relief, none of them could be compared with the effective and speedy relief experienced after a few doses of Mother Seigel's Syrup. Having derived such great benefits from its use, there is no wonder that I always speak of it in the highest terms. I am seldom without it, as I find a timely dose an excellent preventative of digestive disorders."

Try a bottle of Mother Seigel's Syrup to-day. If you prefer it, you can buy the Syrup in Tablet form. 25

SEAMEN'S INSTITUTE

21, PRAYA EAST, HONGKONG.

FOR the use of all Men of the Mercantile Marine and H.M. Navy.

Reading and Writing Rooms, Billiard Room, Officers' Room, C.P.O.'s Room Restaurant, Concert Hall, Church.

Private Cabins and beds in Dormitories Motor Launch "Dawspring"

62

A. G. DA ROCHA.

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

No. 2A, D'Aguilar Street, Telephone No.

WEEKLY AUCTIONS.

TUESDAYS:—

MISCELLANEOUS GOODS.

THURSDAYS:—

VALUABLE HOUSEHOLD FURNITURE.

SATURDAYS:—

EXCELLENT HOUSEHOLD FURNITURE.

72

P. & O. S. N. CO.

STEAMERS FOR

STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

Through Bills of Lading issued for Batavia, Persian Gulf, Continental, American, and South African Ports.

THE Steamship "DUNERA," Captain Walker, carrying His Majesty's Mails, will be despatched from this Port on or about THURSDAY, the 20th OCTOBER, 1921, taking Passengers and Cargo for the above Ports.

Silk and Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 2 P.M., the day before sailing. The contents and value of all packages are required.

For further particulars apply to—

MACKINNON, MACKENZIE & CO.,

Agents.

Hongkong, October 4th, 1921.

MITSUBISHI SHOJI KAISHA, LTD.

(MITSUBISHI TRADING CO., LTD.)

COAL, GENERAL IMPORTS AND EXPORTS.

Sole Proprietor of Coal Mines of TAKASHIMA, OCHI, MUTARE, KISHIKAWA, YOSHINOTANI, HOJO, NAMAKUZA, SAYO, SHINNEW, KANADA, KAMITAKADA, BIBAI & OYUBARI.

Agents for SAKIT Coal.

Head Office:—TOKYO.

Branches & Representatives:—NAGASAKI KARATSU, WAKAMATSU, MOJI, KOBE, KOBE, OSAKA, TSURUGA, NAGOYA, YOKOHAMA, TOKYO, HAKODATE, MURORAN, OTARU, VLADIVOSTOCK, PEKING, TIENTSIN, DAIREN, TSINGTAO, HANKOW, SHANGHAI, HONGKONG, CANTON, MANILA, SINGAPORE, SOERABAYA, LONDON, PARIS, NEW YORK & SEATTLE.

Cable Address:—IWASHISAI.

Codes:—A1, A.B.C. 5th Ed., Western Union and Bentley's.

Agency for:—The Mitsubishi Marine and Fire Insurance Co.
The Osaka Marine and Fire Insurance Co

For particulars apply to—

KOMURA, Manager.

14, Pedder Street, Hongkong.

29

DODWELL & CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON

for NEW YORK & BOSTON via Suez

s.s. "WRAY CASTLE" ... ... sailing about 8th Nov.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR BRINDISI, VENICE & TRIESTE

via SINGAPORE, PENANG & COLOMBO.

s.s. "PERSIA"... ... ... sailing on or about 7th November.

FOR SHANGHAI.

s.s. "PERSIA" ... ... sailing on or about 22nd October

Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

Sailing *from* Colombo *to* South African Ports:—

SOUTH AFRICAN PORTS from CALCUTTA & COLOMBO.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:—

DODWELL & CO., LIMITED,

Agents.

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N. Y. K.

NIPPON YUSEN KAISHA

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

SUWA MARU (Nagasaki direct)	Saturday,	29th Oct.,	at 11 a.m.
FUSHIMI MARU (Nagasaki direct)	Saturday,	19th Nov.,	at 11 a.m.
KATORI MARU (calling Manila)	Saturday,	3rd Dec.,	at 11 a.m.
KASHIMA MARU	Wednesday,	28th Dec.,	at 11 a.m

MARSEILLES, LONDON & ANTWERP via Singapore, Penang Colombo, Suez and Port Said

IYO MARU	Friday,	28th Oct., at 11 a.m.
ATSUTA MARU	Friday,	11th Nov., at 11 p.m.
SHIDZUOKA MARU	Friday,	25th Nov., at 11 a.m.
HAKONE MARU	Friday,	9th Dec., at 11 a.m.

HAMBURG, via LONDON & ROTTERDAM

MITO MARU	Saturday,	22nd October.
MATSUYE MARU	End of	November.

LIVERPOOL via MARSEILLES.

KAMAKURA MARU ... ... Beginning of December.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU	Tuesday,	18th Oct., at 11 a.m.
AKI MARU	Tuesday,	15th Nov., at 11 a.m.

NEW YORK, via PANAMA & CUBAN PORTS.

DUBBAN MARU	Thursday,	20th Oct.
DELAGOA MARU	Friday,	25th Nov.

NEW YORK via SUEZ.

RANGOON MARU ... ... End of Oct.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via CAPE.

KAWACHI MARU ... ... Tuesday, 8th November

BOMBAY via Singapore, Penang and Colombo,

AKITA MARU	Saturday,	22nd Oct
WAKASA MARU	Thursday,	3rd Nov.

CALCUTTA via Singapore, Penang & Rangoon.

BENTEN MARU	Saturday,	15th Oct.
TOTOMI MARU (omitting Penang)	Saturday,	29th Oct.

NAGASAKI KOBE & YOKOHAMA.

TANYO MARU ... ... Friday, 18th Nov., at 11 p.m.

SHANGHAI, KOBE & YOKOHAMA.

KAGA MARU	Friday,	28th Oct. at 11 a.m.
TSUYAMA MARU	Tuesday,	15th Nov.
YOKOHAMA MARU	Sunday,	20th Nov at 11 a.m.
LIMA MARU (calling Nagasaki, Kare,) ...	Sunday,	20th Nov.

For further information apply to— NIPPON YUSEN KAISHA

Telephone Nos. 292 & 293.

K. H. KAMEI, Manager.

20,000 DOCTORS are recommending PLASMON ALL NOURISHMENT COCOA Because "It yields a delicious beverage containing ALL the constituents able to support Life."—Lancet.

EMPIRE SHIPPING.

CENTRAL COMMITTEE SUGGESTED.

The creation of a permanent Imperial Shipping Board, replacing the Imperial Shipping Committee, is proposed by that committee, whose report was issued on September 1st as a White Paper. It is suggested that the new body should inherit the committee's name, but, to avoid confusion, it is referred to as a board. Purposes which, it is recommended by the committee, might be served by the board are:—

(a) To perform such duties as may be entrusted to them under laws in regard to inter-Imperial shipping, applicable to the whole or to important parts of the Empire.

(b) To inquire into complaints in regard to ocean freights and conditions in inter-Imperial trade or questions of a similar nature referred to them by any of the Governments of the Empire.

(c) To exercise conciliation between the interests concerned in inter-Imperial shipping.

(d) To promote co-ordination in regard to harbours and other facilities necessary for inter-Imperial shipping.

The diversity of the several functions indicated above might, the committee states, suggest a doubt whether they could be executed with reasonable thoroughness and prospect of success by one and the same body. Some of these functions may be quasi-judicial, some those of a committee of inquiry, others of the nature of conciliation, and others again simply those of collecting and correlating information. All are, however, closely inter-connected, and the main endeavour in regard to each of them would be the same—to promote the mutual strength and prosperity of all the nations forming the British Empire. The general work of the proposed permanent board will in all probability have very much the same characteristics as that which has so far been done by the Imperial Shipping Committee, which has found its constitution very well adapted for the purpose of that work. It is important, in the committee's view, that the size of the board should not be to any appreciable extent greater than that of the present Imperial Shipping Committee. The functions contemplated for the new body are such as in the committee's opinion will render the chairmanship a position of special importance, the work of which will be so absorbing that, in their opinion, it should be a paid post. The official representation of the United Kingdom, of the Dominions, of India, and of the Colonies and Protectorates must remain as in the present committee. The official members would, of course, hold office at the pleasure of the Governments nominating them. The members of the present committee chosen as experienced in shipping and commerce are all domiciled in Great Britain, but an endeavour should be made to secure the attendance of one or more representatives in close touch with overseas shipping and commercial interests. The committee recommends chiefly from this point of view that there should be as many as six representatives of shipping and commerce for the whole of the Empire, and it thinks that with this number the representation of shipping and commercial interests in the Dominions could be secured, and that probably some rotation of representation could be arranged among the several Dominions. Of these six members, three should be chosen more especially for their experience in shipping and three more especially for their experience in commerce, and they should be appointed for a period of three years in each case, but so that one of each group should retire each year.

While the official representatives of the several parts of the Empire on the board must be chosen severally, by their Governments, the choice of the chairman and of the representatives of shipping and commerce must ultimately rest with some Imperial authority, or in default thereof with the British Government acting in consultation with the Governments of the other parts of the Empire. The committee is inclined to the view that the best way of providing for the actual appointment of the proposed new board would be its incorporation by a Royal Charter, following the precedent of the Imperial War Graves Commission.

In making these recommendations the committee does not contemplate that there should be set up any office in the nature of a Government department. In addition to the actual members of the board only a very small secretariat would be required, and the services of the board, with the exception of those of the chairman, would be honorary. The total expenses should thus not reach more than a very few thousand pounds, and these should be met by agreed contributions from each part of the Empire represented on the board. In the creation of a new body of the kind contemplated, it is very necessary to consider the possibilities of, and to guard against, overlapping with the existing departments of Government in the United Kingdom, the Dominions, and India charged with the administration of the existing shipping laws, and with the general duty of watching over merchant shipping and seamen. There has been a tendency for matters of a really departmental nature to be brought before the Imperial Shipping Committee, and the committee is of opinion that any attempt to make the proposed new board a court of appeal from the decisions or policy of individual Governments or departments in respect of matters which are wholly and properly within their competence should be guarded against. This object will best be achieved by the settled practice and continuity of policy of such a board rather than by any formal delimitation of its functions.

THE SILVER REPORT.

Messrs. Montagu's report of September 15th says that India has again been the chief buyer for both cash and future delivery, and there have been both sales and purchases on China's account. The market has not been well supplied, and quotations have further advanced during the week. The market closes with a steady tone. The Washington correspondent of *Financial America* states that 70 204,000 ounces of silver were purchased under the Pitman Act up to the 20th August, and 23 903,000 dollars of silver were coined under the Act up to the 2nd September.

NOTICES TO CONSIGNEES

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE AND STRAITS.

THE Company's Steamship

"SHIDZUOKA MARU,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by 20th October, 1921, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour on TUESDAY & FRIDAY. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA,
Agents.

Hongkong, October 13th, 1921. 1602

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"TYDEUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 13th October.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and NOON within the free storage period.

No Claims will be admitted after the Goods have left the steamer's Godown and all Goods remaining undelivered after the 19th Oct. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 2nd Nov., or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, October 12th, 1921. 1603

NOTICE TO CONSIGNEES.

NANYO YUSEN KAISHA, LTD.

FROM JAPAN.

THE Steamship

"MACASAR MARU"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, delivery may be obtained.

Goods not cleared by the 18th Oct., will be subject to rent.

All broken, chafed and damaged packages are to left in the Godowns, where they will be examined at 10 A.M., on the 18th Oct. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

NANYO YUSEN KAISHA, LTD.

Hongkong, October 12th, 1921. 1597

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"YATSHING"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 18th Inst. will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd.,
General Managers.

Hongkong, October 12th, 1921. [1598

FOR SALE

GARDEN SEEDS

SWEET PEAS.

Early Large flowering, Mixed Colours leading sorts raised by a well-known local grower

At 50 cents. per packet.

GRACA & CO.,

No. 10, WYNDHAM STREET,

HONGKONG

P. O. Box 620. [65

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS, SUBJECT TO ALTERATION

BANGKOK via SWATOW ...	"YATSHING"	...Tues.,	18th Oct.,	D'light.
HAIPHONG via HOIHOW ...	"LOKSANG"	...Tues.,	18th Oct.,	10 a.m.
TIENTSIN	"CHIPSHING"	...Tues.,	18th Oct.,	Noon.
SHANGHAI via SWATOW ...	"CHOYSANG"	...Thurs.,	20th Oct.,	D'light
SANDAKAN	"YANNIS"	...Wed.	19th Oct.,	Noon.
STRAITS & CALCUTTA	"CHAKSANG"	...Thurs.,	20th Oct,	3 P.M.
SHANGHAI	"HANGSANG"	...Fri.,	21st Oct.,	D'light.
MANILA	"YUENSANG"	...Fri.,	21st Oct.,	3 P.M.
KOBE via SHANGHAI	"NAMSANG"	...Sun.,	23rd Oct.,	D'light.

CALCUTTA LINE:—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.
All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtsze Ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE:—Fortnightly sailings to and from Sandakan by two 5,000 tons steamers s.s. "HINSANG" and s.s. "YANNIS" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE:—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

BANGKOK LINE:—A weekly service is provided between Hongkong and Bangkok via Swatow, by four steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "CHAKSANG" will be despatched on or about Thursday, 20th Oct., at 3 p.m., for SINGAPORE, PENANG & CALCUTTA

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM, MADRAS and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.,

GENERAL MANAGERS

TELEPHONE No 215.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong
S.S. "PEMBROKESHIRE"	18th Oct.
S.S. "GLENIFFER"	21st Oct
M.V. "GLENGYLE"	10th Nov.
M.V. "GLENOGLE"	20th Nov

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
M.V. "GLENAPP"	17th Oct.	GENOA, LONDON, ROTTERDAM & HAMBURG.
S.S. "CARNARVONSHIRE"	7th Nov.	LONDON, ROTTERDAM & HAMBURG.
S.S. "GLENIFFER"	23rd Nov.	GENOA, LONDON, ROTTERDAM & HAMBURG.

Movements are subject to change without notice.

For freight or further particulars please apply to:—

Jardine, Matheson & Co., Ltd.,
The Glen Line, Ltd., AGENTS.

Telephone No. 215 sub-ex. 23 and 3696. 16

Cable Address: Kawakisen, Kobe. Bentley's A.B.C. 5th Ed. and Scott's Codes.

Telephone: Sanannly 3844 3321.

KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP ¥20,000,000

President: Mr. Y. KAWASAKI.
Vice-President: Mr. K. MATSUKATA.
Managing Director: Mr. MASAYA ABE.

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—

Eleven steamers of 9,100 tons each deadweight.

And under the Company's Management:—

Twenty steamers of about 9,100 tons deadweight each.
Two steamers of about 6,400 tons deadweight each.
(Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA.

No. 8, [illegible]

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SHIPPING NEWS

ARRIVALS.

October 13th.

Formosa, Swedish motor-ship, 1,230 tons, Capt. C. Paulson, from Hamburg and Singapore, with a general cargo.—Swedish Trading & Co.

Tsinchang, Chinese str., 1,258 tons, Capt. Newburg, from Tientsin, with a general cargo.—C.M.S.N. Co.

October 14th.

Benten Maru, Japanese str., 3,959 tons, from Moji, with a general cargo.—N.Y.K.

Chenan, British str., 1,354 tons, Capt. P. Purslow, from Canton, with a general cargo.—B. & S.

City of Delhi, British str., 2,826 tons, Capt. J. S. Barr, from Rotterdam and Singapore, with a general cargo.—Bank Line.

Chefoo, Chinese str., 684 tons, Capt. J. M. Anderson, from Kuching and Borneo, with timber.—Hung Shun & Co.

Eurydice, British str., 2,308 tons, Capt. G. A. Sinclair, from Amoy, with a general cargo.—Mackinnon, Mackinzie & Co.

Eurymachus, British str., 2,313 tons, Capt. B. Cubley, from Shanghai, with a general cargo.—B. & S.

Haiman, British str., 641 tons, Capt. C. E. Page, from Haiphong and Hoihow, with a general cargo.—Po Shun S.S. Co.

Khiva, British str., 5,703 tons, Capt. G. H. S. Furlong, R.N.R., from Yokohama and Shanghai, with a general cargo.—Mackillnon, Mackenzie & Co.

Loksang, British str., 979 tons, Capt. C. J. Mattock, from Haiphong and Hoihow, with a general cargo.—J.M. & Co.

Persia Maru, Japanese str., 2,670 tons, Capt. Shinji, from San Francisco, with a general cargo.—T.K.K.

Produce, Norwegian str., 743 tons, Capt. E. Winsnes, from Bangkok, with a general cargo.—K. Larsen & Co.

Protesilaus, British str., 6,118 tons, Capt. C. G. Carson, from Vancouver and Kobe, with a general cargo.—B. & S.

West Jesup, American str., 2,635 tons, Capt. A. M. Wennerlund, from Kobe, with a general cargo.—Frank Waterhouse.

CLEARANCES.

October 14th.

Bansei Maru No. 3, for Takao.
City of Delhi, for Shanghai.
Formosa, for Shanghai.
Hsinchang, for Canton.
Kaifong, for Hoihow.
Khiva, for Singapore.
Loongsang, for Manila.
Mattawa, for Hongay.
Tydeus, for Shanghai.
Tjisondari, for Saigon.
Wingsang, for Bangkok.

PASSENGERS.

ARRIVALS.

Per s.s. *Persia Maru*, on October 14th: From San Francisco, Mr. R. K. Armstrong, Mrs. E. G. Yeager, Miss E. Yeager, Miss M. Yeager, Master James Yeager, Master John Yeager; from Dairen, Mr. H. Yamamoto.

Per s.s. *Khiva*, on October 14th: Col. and Mrs. Butler, Mr. W. Hegner, Mr. F. Johnson, Dr. Kannan, Mr. J. de Lancaster, Mr. A. La Roch, Mr. W. Marchall, Mrs. Mitchell, Capt. P. Penn-Gaskell, Mrs. Winters, Mr. and Mrs. Abiddgaard, Misses Acheson, Mr. G. Arthur, Comd.-Shpt. P. Avery, Mr. Bacon, Miss G. Barakovsky, Mr. and Mrs. Bennett, Capt. E. Bowden, Mr. H. Brett, Mr. P. Cardeillac, Mr. and Mrs. Cooper, Mr. Cowland, Mr., Mrs. and Miss Crombie, Capt. L. Daniels, Mr. H. Dickson, Mr. D. Donald, Wrnt.-Eng. D. Drummond, Mr. J. Flacks, Mrs. G. Gillillan, Mr. C. Godfrey, Mr. T. Griffan, Mr. Gunner, Mr. and Mrs. J. Harvey, Misses Hellaby, Mr. and Mrs. Hefforman, Mr. J. Herz, Miss L. Hiron, Mr. O. Jalby, Mr. and Mrs. James, Mr. and Mrs. Krozek, Miss D. Langman, Mr. Linder, Mrs. Luyt, Mr. and Mrs. R. Mantle, Mr. and Miss McFarland, Rev. and Mrs. McWhirton, Miss E. Mordio, Mr. J. Nicholson, Mrs. D. Nixon, Mr. and Mrs. O'Driscoll, Lt.-Comd. T. Powell, Mr. J. Rawlings, Mr. H. Rodgers, Mr. R. Sharp, Mr. and Mrs. Teachout, Miss B. Weaver, Lt. C. West, Mr. and Mrs. Whiting, Mr. J. Wood, Sir W. and Miss Smyley, Capt. W. Swift.

SHIPPING MOVEMENTS.

The B.I. s.s. *Japan* left Singapore on October 14th, and is expected to arrive at Hongkong on the 19th inst.

The R.M.S. *Empress of Japan* from Hongkong on September 20th, arrived at Vancouver on October 10th.

The N.Y.K. s.s. *Akita Maru* (Bombay line) left Kobe for this port *vid* Osaka and Moji on October 13th, and is expected her on October 21st.

The N.Y.K. s.s. *Yokohama Maru* (European line) left London for this port *vid* Suez on October 10th, and is expected here on November 19th.

VESSELS EXPECTED.

Arafura (E. & A.), due October 17th, at 6 a.m.
Banca (P. & O.), due October 21st.
Benlomond, due October 19th.
Bowes Castle (Dodwell-Castle Line), due end of November.
China (China Mail), due October 16th.
Japan (B.I.), due October 19th.
Kaga Maru (N.Y.K.), due October 27th.
Machaon (Blue Funnel line), due 17th.
Monteagle (C.P.S.), due October 20th.
Nikko Maru (N.Y.K.), due October 17th.
Nyanza (P. & O.), due October 24th.
Priam (Blue Funnel line), due Nov. 3rd.
Rhesus (Blue Funnel line), due October 23rd.
Somali (P. & O.), due November 8th.
Seiyo Maru (T.K.K.), due October 20th.
St. Albans (E. & A.), due October 24th.
Suwa Maru (N.Y.K.), due October 15th.
Taiyo Maru (T.K.K.), due October 20th.
Torilla (B.I.), due October 26th.
Wray Castle (Dodwell-Castle line) due second half of October.

UNCLAIMED TELEGRAMS.

The following unclaimed telegrams are lying in the Great Northern Telegraph Company's office at Hongkong:—

ADDRESSES	FROM
Joyce, Hongkong Hotel	Yokohama
Yanoyutaka, Hongkong Hotel	Moji
Yamamotokiuken	Tokio
Yamamoto, Hongkong Hotel	Shimabara
Hisaki Yamamoto, Hongkong Hotel	Peking
Snell King Edward Hotel	Shanghai
Pike	Shanghai
Edmund Megrath	Shanghai
Furuyakanji c/o Enjoeuego	Shanghai
Desire	Kobe
Medina Eastwick	Hankow
Suga	Osaka
Chuenchu	Shanghai
Hanshikwan, Morrison Hill Road	Shanghai
Chengyuetpor, Great Eastern Hotel	Shanghai
Kiahuat	Amoy
Tsikongtsa, c/o Ewoohuo 51 West Tehfordau	Shanghai
Kwongyuen	Kobe
8856	Shanghai

The following is a list of unclaimed telegrams lying in the Eastern Extension, Australasia and China Telegraph Company's office at Hongkong:—

ADDRESSES	FROM
Kearley Reynolds	London
Purdie	London
Rowe	Melbourne
Thomas	Manila

CHURCH SERVICE.

ST. JOHN'S CATHEDRAL, Hongkong, 16th October, 1921, 21st Sunday after Trinity, Holy Communion (7.30 a.m.) Children's Service (10 a.m.) Matins (11 a.m.) Responses; Ferial; Venite, No. 4 (Martin) Psalms, 118 (Camidge), 117 (Camidge), Te Deum, Woodward, Smart, Turle; Benedictus, No 7 (Spohr). Anthem: "I will wash my hands in Innocency," (Hopkins). Hymn; 270, Sevenfold Amen.

Holy Communion (12 Noon.) Evensong (6 p.m.) Responses, Ferial; Psalms, 128 (Goss), 129 (Turle), 130 (Purcell). Magnificat, No. 12 (Webb). Nunc Dimittis, No. 6 (Lloyd). Hymns, 340, 28, 27. [114

UNION CHURCH, (Kennedy Road).—Sunday Services, October 16th.

The Sermons will deal, by request, with questions suggested at Dr. Hodgkin's recent meetings.

Morning Service at 11 a.m., Hymns, 152, 7, 717, 296.

Subject: "Standards of Personal Worth."

Evening Service at 6 p.m., Hymns, 676, 451, 731, 163, 185.

Subject: "What is your Conception of God?"

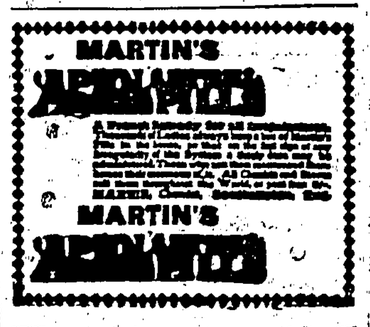
Preacher at both Services: Rev. J. Kirk Macnachie. [115

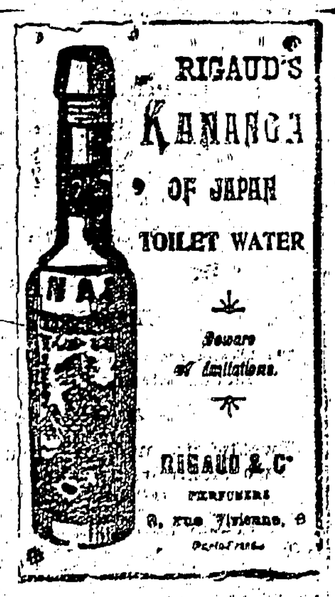
FIRST CHURCH OF CHRIST SCIENTIST, MacDonnel Road. Sunday, 11.15 a.m. Wednesday, 5.15 p.m. [193

LONDON SELLING AGENTS

TEA, INDIGO, FIBRES, BRISTLES, OILSEED, HIDES & SKINS, RUBBER, DRUGS, COTTON, WOOL, ORES, MICA, GUMS AND GENERAL PRODUCE — Sold on commission in British and Continental Markets. Samples valued. Best ports for consignments indicated.

KEYMER, SON & CO., (Import Dept.) Whitefriars, London, Telegrams, "Keymer, London." Est. 1844. [31





HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, (*Moji), Kobe, Yokohama Vancouver & Montreal.

Pacific Steamer	From Hongkong	Due Vancouver
Empress of Russia	Oct. 13	Oct. 31
*Monteagle	Oct. 26	Nov. 18
Empress of Asia	Nov. 10	Nov. 28
Empress of Japan	Nov. 23	Dec. 14
Empress of Russia	Dec. 8	Dec. 26
*Monteagle	Jan. 17	Feb. 11

Connecting Atlantic Sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp, Havre, Naples & Danzig.

Through reservations made and tickets issued here. Early reservation necessary.

Three Transcontinental Trains Daily.
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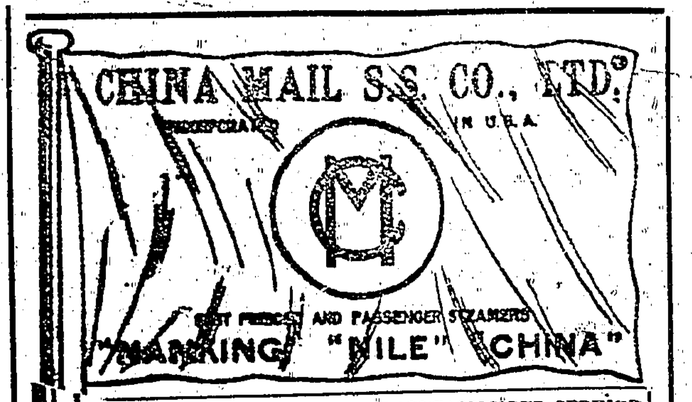
CANADIAN PACIFIC STEAMSHIPS, LIMITED.
Hongkong Office. Telephone 752. Cable Address CACANFAC. [48



AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

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via Shanghai, Japan Ports and Honolulu
s.s. "CHINA" Nov. 3rd
s.s. "NANKING" Dec. 12th

HONGKONG to SINGAPORE
s.s. "NANKING" Nov. 23rd.
s.s. "CHINA" Oct. 18th

FAST FREIGHT SERVICE
Through Bills of Lading issued to all points in United States & Canada also
Cargo accepted on Through Bills of Lading for transhipment at San Francisco to weekly sailings for principal Atlantic Ports.

PRINCE'S BUILDING, TELEPHONE, PASSENGER DEPT. No. 1934.
ICE HOUSE STREET, TEL. FREIGHT DEPT. & AGENTS. No. 2161.

NEW SERVICE TO JAVA.

China Mail S.S. Co., Ltd.

INCORPORATED IN U.S.A.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

BETWEEN SHANGHAI, HONGKONG SINGAPORE, BATAVIA, SAMARANG AND SOURABAYA.

S.S. "NILE"

HONGKONG TO JAVA. November 13th.
HONGKONG TO SHANGHAI. October 29th.

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Cargo accepted on Through Bills of Lading for transhipment at San Francisco to weekly sailings for principal Atlantic Ports.

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1431

NANYO YUSEN KAISHA

(The South Sea Mail S.S. Co., Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE BETWEEN

JAPAN, HONGKONG & JAVA.

For BATAVIA, SAMARANG, SOERABAYA MACASSAR and BALIKPAPAN.

S.S. "MACASSAR MARU" sailing on or about 15th Oct.

For MOJI, KOBE, OSAKA and YOKOHAMA.

S.S. "BORNEO MARU" sailing on or about 20th Oct.

(For further particulars please apply to—

K. SUZUKI, Manager, 2nd Floor, Princes Building, No. 3, Des Voeux Road Central.

Tel. No. 2206 [767

T. K. K.

TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA KEELUNG, SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
*PERSIA MARU	9,000	Oct. 20th, at 10.30 A.M.
TAIYO MARU	22,000	Oct. 29th
†SIBERIA MARU	20,000	Nov. 15th.
TENYO MARU	23,000	Nov. 27th.
SHINYO MARU	22,000	Dec 18th.

* Calling at Dairen and omitting call at Keelung and Shanghai.
† Calling at Dairen and omitting call at Keelung.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO SAN FRANCISCO, SAN PEDRO, SANTA CRUZ, BALBOA, CALLAO, MOLLENDO, ARICA & IQUIQUE.

THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG
SEIYO MARU	—	Nov. 9th.
RAKUYO MARU	—	Dec. 13th.

For full information regarding passengers freight and sailings, apply to—

Y. TSUTSUMI, MANAGER.
King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton: MESSRS. T. E. GRIFFITH, LTD. [34

STRUTHERS & DIXON, Inc.

Operating Far Eastern services for account of the UNITED STATES SHIPPING BOARD.

To SEATTLE & VANCOUVER
• "West Ivis" ... ... 20th Oct.
To LOS ANGELES & SAN FRANCISCO
• "West Calera" ... ... 24th Oct.

• Also cargo accepted for Transhipment at San Francisco and/or Seattle for weekly sailings to NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK & BOSTON.

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and China, Japan and Philippine Island Ports,

"WEST JESSUP" ... ... sailing about 15th Oct.
"WEST JAPPA" ... ... sailing about 15th Nov.
"WEST IVAN" ... ... sailing about 2nd Dec.

Further sailings to be announced later. Through Bills of Ladings issued to all Overland Common points in U.S. and Canada.
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FRANK WATERHOUSE & COMPANY.
28 4th Floor, Princes' Buildings Telephone 1062

PACIFIC MAIL S.S. CO.

MANAGING AGENTS, U.S. SHIPPING BOARD.

TRANS-PACIFIC SERVICE
Freight and Passenger.
SAN FRANCISCO VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU
AMERICAN STEAMERS.

FOR SAN FRANCISCO VIA SHANGHAI, KOBE ETC.	LEAVE HONGKONG	ARRIVE SAN FRANCISCO
S.S. "HOOSIER STATE"	Nov. 16th, Noon	Dec. 8th.
S.S. "EMPIRE STATE"	Dec. 6th Noon.	Dec. 24th
S.S. "GOLDEN STATE"	Dec. 14th Noon.	Jan. 5th, 1922

FOR SINGAPORE AND SOURABAYA
And Return HONGKONG VIA SAIGON AND MANILA
Freight and Passenger.
S.S. "EMPIRE STATE" ... ... sailing Nov. 8th noon.

SHANGHAI-CALCUTTA SERVICE
Freight Only
FOR SHANGHAI.
S.S. "DOYLESTOWN" ... sailing Oct. 19th.
FOR HAIPHONG.
S.S. "CADDOPEAK" ... ... sailing D'light Oct. 16th.

MANILA-EAST-INDIA SERVICE
Freight and Passenger.
SAN FRANCISCO, HONOLULU, MANILA, SAIGON, SINGAPORE, CALCUTTA & COLOMBO.
Monthly Sailings.
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(THE YAMASHITA S.S. Co. L.TD.)

REGULAR FREIGHT & PASSENGER SERVICE BETWEEN

KEELUNG, HONGKONG & HAIPHONG.

Sailing from Hongkong.

FOR HAIPHONG via Hollow & Pakhoi
S.S. "TAIKWA MARU" ... ... on or about 27th Oct.
FOR KEELUNG via Swatow & Amoy
S.S. "HOZUI MARU" ... ... on or about 27th Oct.

For further particulars, please apply to—

M. KOBAYASHI, AGENT, Top Floor, King's Building Tel. No. 140.

Branch Office, No. 37, Bonham Strand, West, Tel. No. 155.

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of lading from HONGKONG to BEIRA ELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH & CAPE TOWN direct or with transhipment at CALCUTTA and/or COLOMBO

For particulars apply to—

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"ELLERMAN" LINE.

ELLERMAN & BUCKNALL S.S. CO., LTD.

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM & CONTINENT.

LONDON ROTTERDAM, HAMBURG & GLASGOW
s.s. "KENTUCKY" ... .. 8th Oct.

LONDON, ROTTERDAM & HAMBURG
s.s. "CITY OF PEKIN" ...19th Oct.

LONDON, ROTTERDAM & HAMBURG
s.s. "CITY OF DELHI" ...15th Nov.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to REISS & Co., CANTON.

THE BANK LINE, LTD.,
General Agents

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NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.N. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

ELLERMAN & BUCKNALL S.S. CO., LTD.

Sailings from Hongkong.

"EURYMACHUS" ...	...	via Suez Canal	13th Oct.
* "CITY OF ADELAIDE" ...	...	via Suez Canal	1st Nov.
* "TYDEUS"	...	via Suez Canal	18th Nov.
* "KANSAS"	...	via Suez Canal	17th Nov.

* Calls at Boston if sufficient inducement offers,

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, HONGKONG AND CANTON; THE BANK LINE, LTD., REISS & CO., HONGKONG. CANTON.

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MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATES
SHANGHAI, KOBE & YOKOHAMA	AMAZONE" ... 11,000 ...	On or about 6th Nov.
MARSEILLES via HAIPHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, DJIBOUTI, SUEZ & PORT-SAID... ...	"ARMAND BEHIC" 11,000 ...	On or about 22nd Oct.
	* "CORDILLERE" 11,000 ...	On or about 30th Oct.
	"ANDRE LEBON" 22,000 ...	On or about 6th Nov.

* Omit. Haiphong and Penang.

For full particulars regarding sailings, etc., apply to—

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Queen's Building

Telephone 740

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms and Saloons, and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 to 10 Days),

"HAILOONG" ...	Capt. W. Cosper	TUESDAY,	Oct. 18th, at 2 P.M.
"HAIHONG"	Capt. W. C. Passmore	FRIDAY,	Oct. 21st, at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Managers.

8

P. & O. - British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated In ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S	Tons	From Hongkong (about)	Destination
"KHIVA"	9,000	15th Oct. 11 a.m.	Marseilles, London & Antwerp
"DUNERA"	5,400	20th Oct.	Singapore, Colombo & Bombay
"SARDINIA"	6,600	29th Oct.	Marseilles, London & Antwerp
"KARMALA"	9,000	12th Nov.	Marseilles, London & Antwerp
"NYANZA"	7,000	26th Nov.	Marseilles, London & Antwerp
"LAHORE"	5,200	29th Nov.	Singapore Colombo & Bombay

BRITISH INDIA - APCAR SAILINGS (South

"EURYALUS"	3,600	5th Oct 1 p.m.	Singapore only.

EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	19th Oct. 10.30	Manila, Thursday Island,
"ST. ALBANS"	4,500	14th Nov. [a.m.	Townsville, Brisbane, Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"JAPAN"	6,100	21st Oct.	Shanghai and Kobe.
"ST. ALBANS"	4,500	26th Oct.	Yokohama direct.
"NYANZA"	7,000	26th Oct.	Shanghai and Japan.
"LAHORE"	5,200	5th Nov.	Shanghai and Kobe.

SPECIAL STEAMER.

The P. & O. s.s. "EGYPT" is expected to leave Hongkong on or about the 16th January, 1922, taking passengers and cargo for MARSEILLES and LONDON calling at Bombay.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

1st Saloon Passengers may travel by R.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

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22, Des Voeux Road Central, HONGKONG. Agents. [1

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.
"AMAZON MARU" ... ... Wednesday, 9th Nov.

BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SINGAPORE. PASSENGER SERVICE.
"MEXICO MARU" ... ... Sunday, 13th Nov.

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE
"MALAY MARU" ... ... Thursday, 27th Oct

DELI & BANGKOK via SAIGON & SINGAPORE—Regular Monthly PASSENGER service.
"BUSHO MARU" ... ... Tuesday, 1st Nov.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand an Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Dairen—Regular fortnightly PASSENGER service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S.A. in connection with Chicago Milwaukee and St. Paul Railway.
"ARIZONA MARU" (omit Shanghai) Friday, 21st Oct
"MANILA MARU" ... ... Friday, 4th Nov.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.
"HONOLULU MARU" ... ... Friday, 14th Oct.

NEW ORLEANS LINE via SUEZ.
"BORNEO MARU" ... ... Friday, 21st Oct.

JAPAN PORTS—Kobe & Yokohama via Shanghai
"ATLAS MARU" ... ... Wednesday, 19th Oct.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office
"KAIJO MARU" ... ... Saturday, 22nd Oct.

TAKAO via SWATOW & AMOY
"SOSHU MARU" ... ... Tuesday, 18th Oct

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager,
No. 1, Queen's Building.

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AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Australia
	SAILINGS SUBJECT TO ALTERATION	

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Lights throughout and Electric Fans in the State-Rooms. A daily qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

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CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
HOIHOW, PAKHOI & H'PHONG	"KAIFONG"	On 15th Oct., 10 A.M.
SHANGHAI & TSINGTAO	"CHENAN"	On 15th Oct., 4 P.M.
SWATOW & SHANGHAI ...	"SUIYANG"	On 15th Oct., 4 P.M.
SWATOW & SINGAPORE	"LUCHOW"	On 16th Oct., 10 A.M.
HOIPHONG	"PAKHOI"	On 17th Oct., 10 A.M.
CHEFOO	"CHIHLI"	On 17th Oct., 4 P.M.
SWATOW & BANGKOK	"CRUSAN"	On 18th Oct., 10 A.M.
SWATOW & SHANGHAI	"SINKIANG" ...	On 18th Oct., Noon.
SHANGHAI	"SUNNING" ...	on 20th Oct., Noon.
WEIHAIWEI, CHEFOO & TSIN ..	"KUEICHOW" ...	On 20th Oct., 4 P.M.
SHANGHAI & TSINGTAO ...	"SHANSI"	On 23th Oct., 4 P.M.
MANILA, CEBU & ILOILO ...	"TAMING"	On 3rd Nov., 4 P.M.

☞ SHANGHAI LINE—PASSENGER, MAILS and CARGO. Excellent Saloon accommodation Amidships Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

☞ BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

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PASSENGER AND FREIGHT SERVICE

FOR VICTORIA, VANCOUVER, SEATTLE

S.S. "SILVER STATE" ...	(for Manila only) (Calling Shanghai & Japan Ports). From Hongkong	... Oct. 11th Arrive Seattle
S.S. "SILVER STATE" ...	Oct. 23rd	Nov. 11th.

FOR PORTLAND DIRECT

(Calling at Manila Shanghai, Kobe & Yokohama)

S.S. "MONTAGUE"	Nov. 11th.
S.S. "ABERCOS"	Dec. 7th

Through Bills of Lading issued to Overland Common points.
Passenger and Freight Particulars.

THE ADMIRAL LINE

Telephones 2477 & 2478. 5th Floor, Hotel Mansions. [71

THE ADMIRAL LINE

PACIFIC STEAMSHIP CO.

REGULAR SERVICE

TO

SAIGON—SINGAPORE—BATAVIA

and other JAVA PORTS.

S.S. "LAKE ONAWA" ... ... Sailing Oct. 22nd

FREIGHT ONLY.
FOR SAIGON.

FREIGHT & PASSENGER SERVICE.

W ATCHEE" ... ... To MANILA ... ... Nov. 8th.

	sailed.	arrived.
"WENATCHEE"	Nov. 18th	Dec. 9th.

OPERATED FOR ACCOUNT OF U.S.S. BOARD.

OFFICES

5TH FLOOR, HOTEL MANSIONS, TELEPHONES 2477 & 2478. | PASSENGER OFFICE, QUEEN'S BUILDING, 2, ICE HOUSE ST.

SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama.

S.S. "JADDEN" ... ... 24th Oct

For freight space and particulars apply to—

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THE ADMIRAL LINE

TELEPHONE 1477 & 2478. AGENTS. 5TH FLOOR HOTEL MANSIONS. [178

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers

For BOSTON and/or NEW YORK

S.S. "GAELIC PRINCE" ... ... (via Suez) Oct. 23rd.

For Freight and full particulars apply to—

FURNESS, (FAR EAST), LIMITED
(Incorporated in Great Britain),
St. George's Building.

Telephone 3165.
Telegrams ("Furnpriuse."

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POST OFFICE NOTICE.

INWARD MAILS.

From	Per	Due
Japan	*Boston Maru* ...	14th inst.
Japan and Shanghai	*Siam Maru* ...	15th inst.
Shanghai	*Sinkiang*	16th inst.
U.S.A. Japan and Shanghai	*China*	16th inst.
Europe via Suez (Letters, London 15th Sept., and Parcels 7th Sept.) ...	*Machaon*	17th inst.
Japan	*Nikko Maru* ...	17th inst.
Japan	*Arafura*	17th inst.
Europe via Suez (Newspapers, London 15th Sept.)	*Banlomond* ...	20th inst.

OUTWARD MAILS.

For	Per	Date.
Hoihow, Pakhoi, and Haiphong	*Kaifong*	Saturday, 15th, 9.00 A M
Straits, *Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi, Aden Egypt and EUROPE via MARSEILLES	*Khiva* ...	Saturday, 15th, Registration 8.45 A M; Letters 9.30 A M
Straits and *Bangkok	*Eurycles* ...	Saturday, 15th, 11.30 A M
Philippine Islands, *Straits, *Bangkok, and *Egypt	*Eurymachus* ...	Saturday, 15th, 1.00 P M
Swatow *Shanghai and *North China	*Suiyang*	Saturday, 15th, 3.00 P M
Shanghai and N. China	*Chenan*	Saturday, 15th, 3.00 P M
Batavia, Samarang & Sourabaya ...	*Macassar Maru*	Saturday 15th, 3.00 P M
Bangkok	*Halvard*	Saturday, 15th, 4.00 P M
Philippine Islands, *Japan and *Seattle ...	*West Jesup* ...	Saturday, 15th, 4.00 P M
Swatow, *Straits, and *Bangkok	*Luchow*	Sunday, 16th, 9.00 A M
Haiphong	*Pakhoi*	Monday, 17th, 9.00 A M
Chefoo	*Chihli*	Monday, 17th, 3.00 P M
Swatow	*Hydrangea* ...	Monday, 17th, 3.30 P M
*Swatow, and *Bangkok	*Yatshing* ...	Monday, 17th, 5.00 P M
*Tientsin	*Tientsin*	Monday, 17th, 8.00 A M
*Swatow, *Amoy and Takao	*Soshu Maru* ...	Tuesday, 18th, 9.00 A M
Hoihow and Haiphong	*Lokeang* ...	Tuesday, 18th, 9.00 A M
Straits, and *Bangkok	*China*	Tuesday, 18th, 9.00 A M
*Swatow and Bangkok	*Chusan*	Tuesday, 18th, 9.00 A M
Philippine Is., Australia and New Zealand, via Thursday Island	*Nikko Maru*	Tuesday, 18th, Registration 8.45 A M; Letters 9.30 A M
*Swatow, *Shanghai, and *North China ...	*Sinkiang* ...	Tuesday, 18th, 11.00 A M
Tientsin	*Chipshing* ...	Tuesday, 18th, 12.00 A M
Swatow, Amoy and Foochow	*Hai Loong* ...	Tuesday, 18th, 1.00 P M
*Philippine Islands	*Yuet Wah* ...	Tuesday, 18th, 1.00 P M
Philippine Is., Australia and New Zealand via Thursday Is.	*Arafura*	Reg. 18th, 5.00 P M; Letters 19th, 9.00 A M
Sandakan	*Yannis*	Wednesday, 19th, 11.00 A M
*Swatow, *Shanghai, and *North China ...	*Choysang*	Wednesday, 19th, 5.00 P M
Shanghai and North China	*Sunning*	Thursday, 20th, 10.00 A M
Straits, *Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi, Bombay and Aden ...	*Dunera* ...	Thursday, 20th, 10.30 A M
Straits, *Bangkok, Calcutta and Aden ...	*Chaksang* ...	Thursday, 20th, 2.00 P M
Weihaiwei Chefoo and Tientsin ...	*Kusichow* ...	Thursday, 20th, 3.00 P M
Shanghai and North China	*Hangsang* ...	Thursday, 20th, 5.00 P M
Swatow, Amoy, and Foochow	*Hai Hong* ...	Friday, 21st, 1.00 P M
Philippine Islands	*Yuensang* ...	Friday, 21st, 2.00 P M
Shanghai, North China, Japan, Canada, United States, Central and South America, and *EUROPE via VICTORIA, B.C.	*Silver State*	Saturday, 22nd Registration 9.45 A M; Letters 10.30 A M
Straits, *Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi, Egypt and EUROPE via MARSEILLES	*Iyo Maru* ...	Friday, 28th, Registration ... 8.45 A M; Letters ... 9.30 A M
Japan, Canada, United States, Central and South America, and *EUROPE via VICTORIA, B.C.	*Suwa Maru*	Saturday, 29th, Registration 8.45 A M; Letters 9.30 A M

Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE.

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE
(Direct).

"TITAN"	28th Oct.	London, Amsterdam & Antwerp.
"RHESUS"	8th Nov.	London, Amsterdam & Antwerp.
"MENTOR"	15th Nov.	London, Amsterdam & Antwerp.
"MACHAON"	22nd Nov.	London, Rotterdam & Hamburg

LIVERPOOL SERVICE
(Direct or via Continental Ports).

"TELEMACHUS"	18th Oct.	Rotterdam & Liverpool.
"ANTILOCHUS"	1st Nov.	Genoa, Marseilles & Liverpool.
"PELEUS"	15th Nov.	Marseilles, Havre & Liverpool.
"Knight Companion"	15th Nov	Rotterdam & Liverpool.

PACIFIC SERVICE
(via Kobe and Yokohama).

"PROTESILAUS	1st Nov.	Victoria, Seattle & Vancouver.
"IXION	22nd Nov.	
"TALTHYBIUS"	13th Dec.	

NEW YORK SERVICE
(via Suez or Panama).

"EURYMACHUS"	14th Oct.	via Suez.

PASSENGER SERVICE

"MENTOR"	30th Oct.	for Shanghai.
"MENTOR"	15th Nov.	for Singapore & London.
TEIRESIAS"	13th Dec.	for Singapore & London.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO—
BUTTERFIELD & SWIRE
AGENTS.

11

THE SWEDISH EAST ASIATIC CO., LTD. OF GOTHENBURG.

The s.s. "CEYLON"
is expected to load for Mediterranean, United Kingdom, Germany, Baltic and Scandinavian Ports about first half of November.

For further particulars please apply to:—
A. B. THE SWEDISH TRADING CO., FIL IN CHINA, LTD.
POWELL'S BUILDING,
12, DES VOEUX ROAD CENTRAL,
AGENTS.

Telephone No. 171.
Hongkong, October 1921. (1588

COMMERCIAL

OPENING QUOTATIONS.

14th October

On London.—	
Telegraphic Transfer ...	2/11⅛
Bank Bills, on demand ...	2/11⅛
Bank Bills, at 30 days sight ...	—
Bank Bills, at 4 months' sight ...	2/—
Credits, at 4 months' sight ...	2/11⅛
Documentary Bills, 4 months' sight	2/11⅛
On Paris.—	
Bank Bills, on demand ...	785
Credits, 4 months' sight ...	845
On New York.—	
Bank Bills, on demand ...	56⅜
Credits, at 60 days' sight ...	57⅜
On Bombay.—	
Telegraphic Transfer ...	—
Bank Bills, on demand ...	201
On Calcutta.—	
Telegraphic Transfer ...	—
Bank Bills, on demand ...	201
On Shanghai.—	
Bank Bills, at sight ...	—
Private, 30 days sight ...	—
On Yokohama.—On demand ...	131
On Manila.—On demand—Pesos ...	118½
On Singapore.—On demand ...	127
On Batavia.—On demand ...	170½
On Haiphong.—On demand ...	nom.
On Saigon.—On demand ...	—
On Bangkok.—On demand ...	71
Sovereigns, Bank's Buying Rate ...	$ nom.
Gold Leaf 100 fine, per tael ...	$ 44.50
Bar Silver per oz. ...	42⅝d.

		Per cent.	
Hongkong	10 cents piece	$0.70	Premium.
Hongkong	20 "	0.50	Discount
Canton	20 "	15.43	"
Canton	10 "	0.00	"

HONGKONG AND SHANGHAI BANKING CORPORATION.

Hongkong Head Office.

Paid-up Capital ...	$15,000,000
Reserve Funds:—	
Sterling ...	£2,500,000
Silver ...	$31,500,000
Reserve Liability of Proprietors	$15,000,000

Court of Directors:
G. T. M. Erskine, Esq.—Chairman.
G. M. Dodwell, Esq.—Deputy Chairman.
D. G. M. Bernard, Esq. | E. V. D. Parr, Esq.
A. S. Gubbay, Esq. | W. L. Pattenden, Esq.
Hon. Mr. P. H. Holyoak | J. A. Plummer, Esq.
A. O. Lang, Esq. | H. P. White, Esq.

Chief Manager:
Hon. Mr. A. G. Stephen.

Manager: Hongkong—A. H. Barlow, Esq.
Manager: Shanghai—G. H. Stitt, Esq.

London Bankers:
LONDON COUNTY WESTMINSTER & PARR'S BANK, LTD.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.

Hongkong, July 13th, 1921. [8

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

For the Hongkong & Shanghai Banking Corporation,
A. G. STEPHEN,
Chief Manager.

Hongkong, December 29th, 1920. [9

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

Incorporated by Royal Charter, 1853.
Head Office—London.

Paid-up Capital ...	£3,000,000
Reserve Fund ...	£3,600,000
Reserve Liability of Proprietors ...	£3,000,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Acting Manager.

Hongkong, March 30th, 1921. [60

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(Netherlands Trading Society.)

Established 1824.

A Capital ...	F. 100,000,000	£8,333,333
Paid-up Capital ...	F. 80,000,000	£6,666,666
Reserve Fund ...	F. 18,979,240	£1,581,604
Special Reserve ...	F. 40,160,000	£3,346,667

Head Office:—Amsterdam.
Branches at
The Hague:—Rotterdam.
Head Agency:—Batavia.

BRANCHES:—

Bandjermasin	Macassar	Singapore
Bandoeng	Medan	Soerabai
Bombay	Padang	Soerakarta
Calcutta	Palembang	(Solo)
Cheribon	Pekalongan	Tabing Tinggi
Djember	Penang	(Deli)
Djokjakarta	Pontianak	Tegal
Kobe	Rangoon	Telok Betong
Kota-Radja	Samarang	Tjilatjap
Langsa	Shanghai	Weltevreden

Correspondence at Colombo, Madras Pondicherry, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Melbourne, Sydney, New York, San Francisco, etc., etc.

London Bankers:—The National Provincial and Union Bank of England, Limited.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America and Australia and transacts banking business of every description.

[W. H. GROSKAMP
Acting Manager.

Hongkong, September 22nd, 1921. [1

THE MERCANTILE BANK OF INDIA, Limited.

Head Office
15, Gracechurch Street, London, E.C. 3.

Authorised Capital ...	£3,000,000
Subscribed Capital ...	£1,800,000
Paid-up Capital ...	£1,050,000
Reserve Fund ...	£1,100,000

BANKERS:
The Bank of England,
The London Joint City & Midland Bank, Ltd.

BRANCHES:

Bombay	Hongkong	Kuala Lumpur	Rangoon
Calcutta	Howrah	Madras	Shanghai
Colombo	Kandy	New York	Singapore
Delhi	Karachi	Penang	
Galle	Kota Bharu	Port Louis (Mauritius).	

HONGKONG BRANCH.
Every description of Banking and Exchang business transacted.

INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

C. L. SANDES,
Manager.

7, Queen's Road Central,
Hongkong, April 26th, 1921. [43

BANQUE DE L'INDO-CHINE. (FRENCH BANK).

Head Office: 15bis Rue Laffitte, Paris.

Subscribed Capital ...	Frs. 72,000,000.00
Paid-up Capital ...	Frs. 68,400,000.00
Reserves Funds ...	Frs. 69,567,203.54

BRANCHES:

Bangkok	Hongkong	Saigon
Battambang	Mongtze	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom-Penh	Yunnanfu
Hanoi	Pondichery	

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et de-Paye-Bas; Crédit Industriel et Commercial; Société Générale.
IN LONDON: The National Provincial and Union Bank of England, Ltd., Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK & Co.; Morgan J. P. French American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of banking and exchange business transacted.

V. MARSOT,
Acting Manager.

Hongkong, July 12th, 1921. 66

THE BANK OF EAST ASIA, Limited.

HEAD OFFICE:—
No. 10 Des Voeux Road C. HONGKONG.
Established 1919.

Authorized Capital ...	$10,000,000.00
Paid-up Capital ...	5,000,000.00

DIRECTORS:
Mr. Pong Wai Ting, Chairman,
Mr. Chow Shou Son, | Mr. Kan Ying Po,
Mr. Li Koon Chun, | Mr. Mok Ching Kong,
Mr. Fung Ping Shan, | Mr. Wong Yun Tong,
Mr. P. K. Kwok, | Mr. Chan Ching Shek,
Mr. Ng Chang Luk, | Mr. Kan Chiu Nam.

Chief Manager ... Mr. Kan Tong Po,
Asst. Manager ... Mr. Li Tse Fong.

BRANCHES & AGENCIES:—
LONDON, PARIS, NEW YORK
SHANGHAI | SAN FRANCISCO
KOBE | YOKOHAMA
NAGASAKI | SAIGON
SINGAPORE | PENANG
TIENTSIN | HANKOW
MANILA | BATAVIA
SAMARANG | SOURABAYA
CALCUTTA | BOMBAY

London Bankers:—The London Joint City and Midland Bank, Ltd.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Account at the rate of Two per cent. per annum on Savings Account Four per cent. per annum, and on Fixed Deposits at the following rates:—
For 3 months at the rate of 3 per cent. per annum
For 6 months at the rate of 4 per cent. per annum
For 12 months at the rate of 5 per cent. per annum

KAN TONG PO,
Chief Manager.

Hongkong, September 1st, 1921. 81

THE BANK OF CHINA.

中國銀行

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorised Capital ...	$60,000,000.00
Paid-up Capital ...	12,979,800.00
Reserve Funds ...	8,607,678.00

HEAD OFFICE:—PEKING.

HONGKONG BRANCH:—4, Queen's Road Central. Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers:—The National Provincial and Union Bank of England, Ltd.
The Guaranty Trust Company of New York.
New York Bankers:—The Irving National Bank.
The Equitable Trust Company New York.

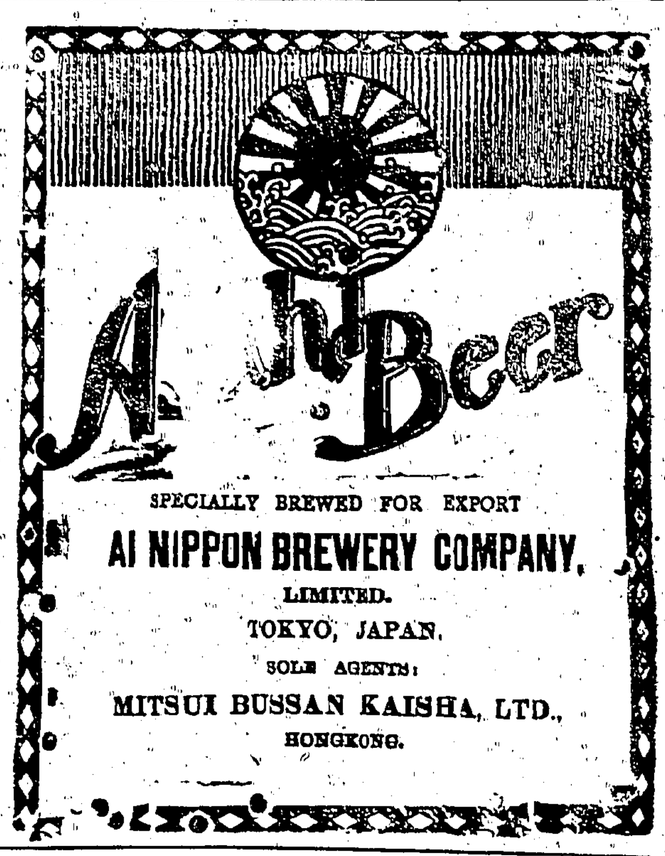
Interest allowed on Current Account and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities.
Special facilities for Home Exchange.

TSUYEN PEI,
Manager.

Hongkong, September 8th, 1921.



SPECIALLY BREWED FOR EXPORT
AI NIPPON BREWERY COMPANY,
LIMITED.
TOKYO, JAPAN.
SOLE AGENTS:
MITSUI BUSSAN KAISHA, LTD.,
HONGKONG.

KONINKLYKE PAKETVAART MAATSCHAPPY.

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP
"VAN CLOON"
will be despatched to
SINGAPORE & BELAWAN-DELI, Direct.

This vessel offers excellent cabin accommodation for saloon passengers.
Single and double cabins.
Wireless Telegraphy.

For Freight and passage apply to:—
JAVA-CHINA-JAPAN-LYN,

Telephone No. 1574. Agents. 78

ASIA BANKING CORPORATION
(AN AMERICAN BANK).

Capital ...	U.S. $4,000,000
Surplus, over ...	U.S. $2,000,000

Head Office:
NEW YORK.
Branch:
SAN FRANCISCO

Head Office for the Orient,
SHANGHAI.

Branches:
CANTON | HANKOW | MANILA | TIENTSIN
CHANGSHA | PEKING | SINGAPORE

D. M. BIGGAR,
Manager.

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THE BANK OF TAIWAN, Limited.

(Taiwan Ginko).

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed ...	...	Yen 60,000,000
Capital (Paid-up) ...	...	" 45,000,000
Reserve Funds ...	...	" 11,080,000

HEAD OFFICE:—TAIPEH, FORMOSA.

BRANCHES:
JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA—Giran, Kagi, Karenko, Kelung, Makung, Nanto, Pinan, Shinchiku, Taichu, Tainan, Takow, Tamsui, Tohyen, Heito.
CHINA—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS:
London County Westminster and Parr's Bank.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

S. KONDOH,
Manager.

Hongkong Branch,
3, Des Voeux Road Central,
Hongkong, October 1st, 1921. [81

THE INDUSTRIAL & COMMERCIAL BANK, LTD.

Head Office:—6, Des Voeux Road Central.
Hankow Branch:—Panoff Building.

DOMESTIC AND FOREIGN BANKING SERVICE PROMPT.

CURRENT, Savings, and Fixed Deposits bear Interest at Rates 2 per cent., 4 per cent., 5 per cent. respectively.

Inquiry on our SPECIAL SERVICE will be welcome

J. USANG LY,
Manager.

Hongkong, July 7th, 1919. [8

THE CHINA SPECIE BANK, LTD.

HEAD OFFICE.
St. George's Building, Hongkong.

Chairman of Board of Directors
Mr. WONG SHIU HAM.

Chief Manager... ...Mr. L. S. Holum.
Asst. Manager... ...Mr. K. T. Wong
Hongkong Manager Mr. I. P. Allen.

Foreign exchange and General Banking business transacted.

Current, Savings, and Fixed Deposits bear interests at rates of 2 per cent., 4 per cent., and 5 per cent., per annum, respectively.

L. S. HOLUM,
Chief Manager.

Hongkong, October 2nd, 1920. 119

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